# The Literary Digest

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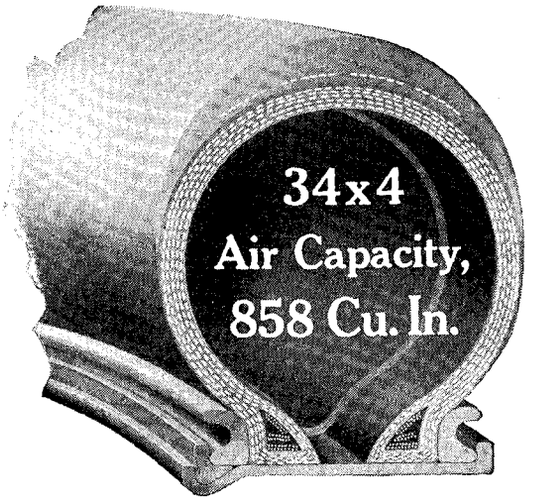
# Which Tire?




## No-Rim-Cut Tire
## 10% Oversize

**Here is the Goodyear No-Rim-Cut tire—the hookless tire—the oversize tire.**

**The tire that cuts tire bills in two.**

**More than one million have been tested out. As a result, this tire outsells any other tire in existence.**

### Hookless Tires

Note that these tires have no hooks on the base.

They do not, like old types, need to hook into the rim flanges.

So your removable rim flanges are slipped to the opposite sides. Then they curve outward, not inward.

This tire, when wholly or partly deflated, rests on a rounded edge, and rim-cutting is made impossible.

### 126 Braided Wires

In the base of this tire run six flat bands of 126 braided wires.

They are vulcanized in to make the tire base unstretchable.

The tire can't come off because the base can't give. Nothing can force it over the rim flange. So hooks or tire bolts are not needed.

But, when you unlock and remove one of the flanges, the tire slips off like any quick-detachable.

It slips off much easier, because there are no hooks to "freeze" into the rim flanges.

### 10% Oversize

To take care of your extras—to give you an over-tired car—we make these tires 10 per cent over the rated size. And without extra charge.

That means 10 per cent more air—10 per cent added carrying capacity. That saves the blow-outs due to overloading. This 10 per cent oversize, under average conditions, adds 25 per cent to the tire mileage.

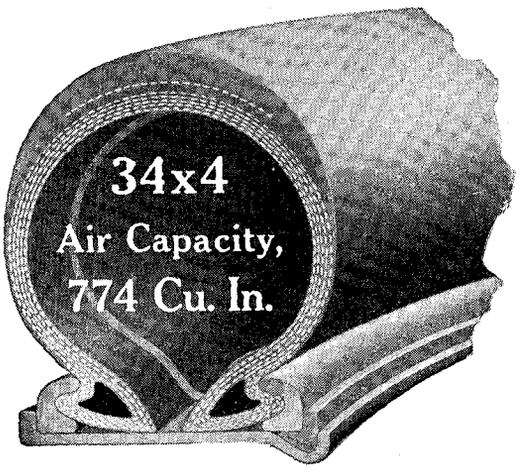
### We Control It

This braided wire feature, which makes this type possible, is controlled by the Goodyear patents.

Single wires have been used—twisted wires have been used—to get this unstretchable tire base. But results are unsatisfactory.

These bands of braided wires, which need no welding—which cannot break or loosen—form the only way known to make satisfactory tires of this type.

No-Rim-Cut tires are satisfactory. Be careful to get them when you change to this type.




## The Passing Type
## No Oversize

**This is the old type—the hooked-base tire—which No-Rim-Cut tires are displacing.**

**23 per cent of these tires become rim-cut.**

**Yet these tires—wasteful and worrisome, and of lesser capacity—cost the same as Goodyear No-Rim-Cut tires.**

### On Same Rims

This old-type tire—this clincher tire—is on the same rim as the No-Rim-Cut tire.

All standard rims take either type.

But the removable rim flanges are here set to curve inward—to grasp the hooks in the tire base and hold the tire on.

When this tire is wholly or partly deflated the thin edge of the flange digs into it. That is the cause of rim-cutting.

If this tire is punctured or run soft, it may be wrecked very quickly and beyond repair.

### Doubled Cost

This type of tire, under average conditions, means to double one's tire cost over our new type.

It comes in this way:

Statistics show that 23 per cent of all ruined clincher tires are rim cut.

And the smaller capacity, with the average car, cuts tire mileage 25 per cent.

These are net losses, because No-Rim-Cut tires now cost no more than other standard tires.

### The 13-Year Tire

Goodyear tires as made today are the final result of 13 years spent in tire making.

We have compared in that time some 240 formulas and fabrics. We have compared every method of wrapping and vulcanizing.

They have been compared on tire testing machines, where four tires at a time are constantly worn out under all sorts of road conditions.

Thus we also compare all rival tires with our own.

The result is a tire which comes close to finality.

When this tire is made oversize—made so it can't rim-cut—it means the utmost in pneumatic tires.

Some 200,000 tire buyers have proved this. No-Rim-Cut tires have thus become the most popular tires in existence.

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**No-Rim-Cut Tires**

***With or Without Non-Skid Treads***

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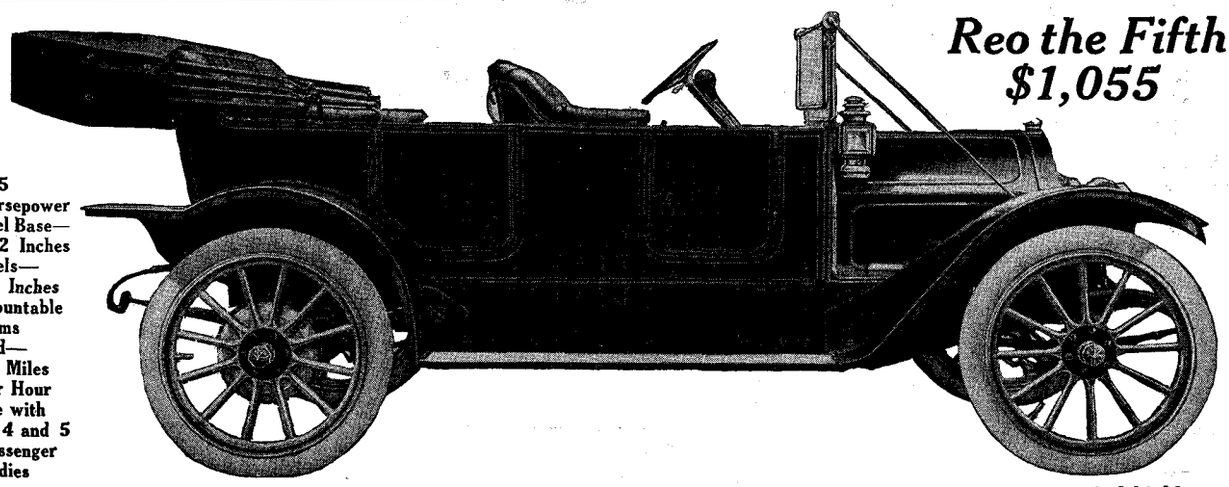

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**Wheel Base—112 Inches**
**Wheels—34 Inches Demountable Rims**
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**Made with 2, 4 and 5 Passenger Bodies**

**Top and windshield not included in price. We equip this car with mohair top, side curtains and slip cover, windshield, gas tank and speedometer—all for $100 extra. Self-starter, if wanted, $20 extra.**

# The 25-Year Car

*By R. E. Olds, Designer*

## Reo the Fifth

Is the only car based on 25 years spent in car building.

In those 25 years I have created 24 models, and have watched their performance with tens of thousands of owners.

I have also kept in touch, since the start of this industry, with all that other men have done.

Here is the final result—my finest creation—the best that I can do.

## How I Watch It

Never was a car so watched in the making as I am watching this. The prestige of a lifetime is staked on it.

In this car we insist on utter exactness, regardless of time. Parts are ground over and over.

Steel for this car is all analyzed, so we know its exact composition. Each car gets a thousand inspections.

The margin of safety in every part is extreme. We old designers know the need for that.

I use roller bearings—Timken and Hyatt—instead of the usual ball bearings. In no part is cost considered.

The carburetor is doubly heated—with hot air and hot water—to deal with low-grade gasoline.

## Unusual Beauty

The car is immensely impressive. It is long and roomy. The wheels are large, the car is over-tired. We avoid all the petty economies

The body is finished in 17 coats. The lamps are enameled. Even the engine is nickel trimmed.

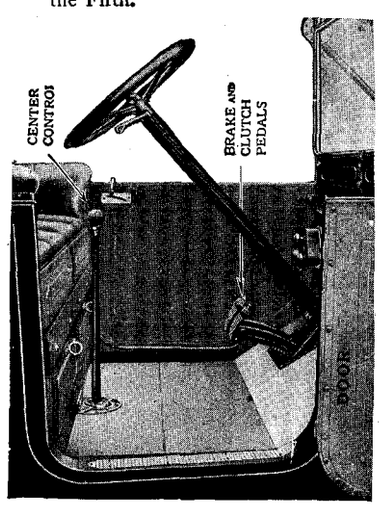
There is deep upholstering, made of genuine leather filled with hair.

At twice the price no car could offer more comfort or more class.

## The Center Control

### No Side Levers

The best new feature of the year is brought out in Reo the Fifth.




It is this center control, shaped like a cane handle. All the gear shifting is done by moving this lever less than three inches in each of four directions.

There are no side levers neither inside nor outside the door. So the entrance in front, on either side, is clear.

Both brakes are operated by foot pedals, one of which also operates the clutch. Never was a car so simple in operation.

## Left Side Drive

These features permit of the left side drive, as in electric cars. The driver sits, as he should sit, close to the cars he passes and on the up side of the road.

Yet his gear shifting lever is at his right hand, and the brake pedals right before him.

This ideal arrangement is found today only in Reo the Fifth.

## $1,055 Too Low

The only point which does not meet my approval is this initial price. I believe it too low to continue.

It is based on the present low cost for materials, on enormous output, on ideal conditions.

This price I regard as a passing sensation. It is subject to instant advance. Under average conditions, it would be impossible.

But Reo the Fifth will always sell lower than any other car in its class. We have a model factory, modern equipment, enormous capacity. And we have the experience.

We are not over-capitalized—have no bonded debt. And we save about 20 per cent in the making by confining our output to only one chassis.

Thus the best car I can build is being sold at this moment for $1,055.

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Reo the Fifth is shown by dealers in a thousand towns. We will tell you the nearest when you write for our book.

This book shows the various styles of bodies. It pictures every detail. It enables comparison with all other cars. It is the most popular book of the season.

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# TABLE OF CONTENTS


| | Page |
|---|---|
| ISAAC KAUFMANN FUNK | 735 |
| **TOPICS OF THE DAY:** | |
| The Democratic Presidential Aspirants | 736 |
| Escape of the Sugar Trust | 738 |
| Milwaukee's Socialist Reverse | 740 |
| Reforming the Express Business | 741 |
| The Tax Cure for "Phossy-Jaw" | 742 |
| **FOREIGN COMMENT:** | |
| Mr. Roosevelt in the British Press | 743 |
| Portugal's Fate | 744 |
| China's Integrity in Danger | 744 |
| German View of Food Scarcity | 745 |
| What the Socialists Can not Do | 746 |
| **SCIENCE AND INVENTION:** | |
| Rails that Can't Stand the Strain | 747 |
| On the Track of the Cancer Germ | 748 |
| Diseases as Safety-valves | 749 |
| **SCIENCE AND INVENTION** (*Continued*): | Page |
| Froth as a Fire-killer | 749 |
| How Animals Dress Themselves | 750 |
| Improvements in Aeroplanes | 750 |
| Does Everything Go by Jerks? | 751 |
| History of a Familiar Word | 751 |
| **LETTERS AND ART:** | |
| The Man of the Hour in English Letters | 752 |
| Western Blight on Japanese Art | 753 |
| The Paper Tapestries of Our Ancestors | 754 |
| A Boston Operatic Milestone | 755 |
| **RELIGION AND SOCIAL SERVICE:** | |
| The Gospel in the Tombs | 756 |
| A Church that Stays Down-town | 757 |
| Official Catholic Statistics | 757 |
| A Play that Preaches Peace | 758 |
| **MOTOR-TRUCKS AND MOTOR-CARS** | 759–775 |
| **MISCELLANEOUS** | 776–792 |


SYMBOLISM OF THE COVER DESIGN.—The figure on our cover this week represents THE LITERARY DIGEST holding, "as 'twere, the mirror up to nature," and reflecting the thought and activities of our time. The design is the work of Mr. Adolph Treidler.


# ARE YOU A MIND WANDERER?

A YOUNG MAN was recently selected for promotion to the managership of his firm's Pacific Coast Branch. At a directors' meeting he was called in and introduced by the President. Twelve pairs of sharp eyes took his measure. His personality was distinctive. The first impression was a favorable one.

"How much business did we do on the Coast last year?" he was asked by the Chairman.

"About,—er—well, I can't exactly remember," was the answer.

Another man whose memory was better got the position.

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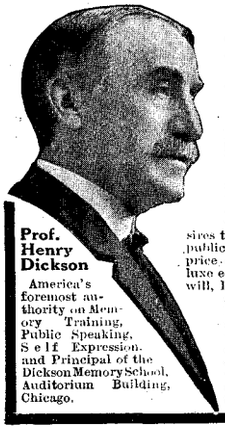
**Memory Training is not for a select few, it is for YOU. Let this thought encourage you, that YOU can attain your highest aims *if you wish.* HOW? Write NOW for my free booklet, "How to Remember," using coupon below, or drop a postal card.**



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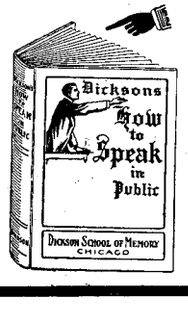


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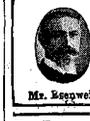

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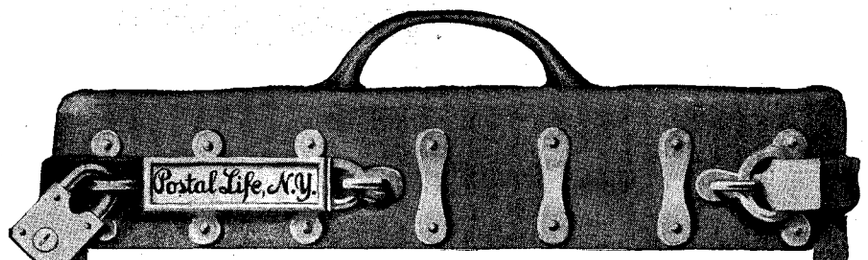


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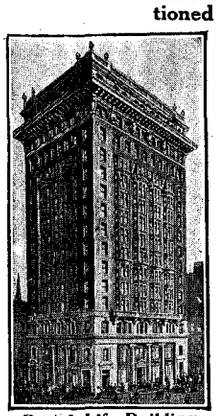

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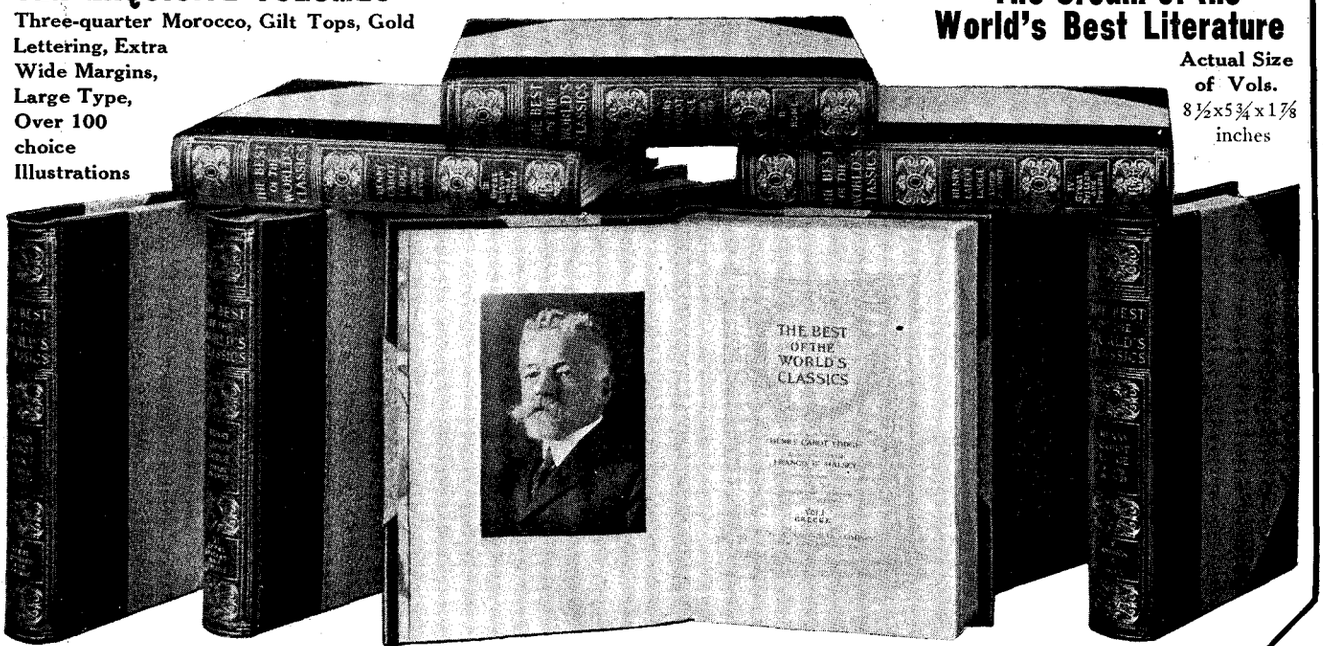


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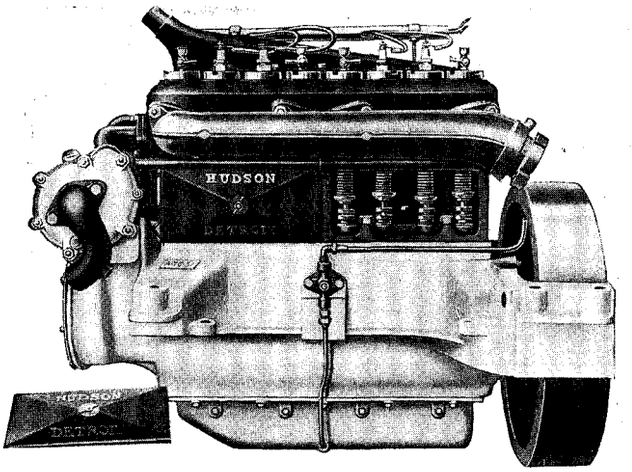


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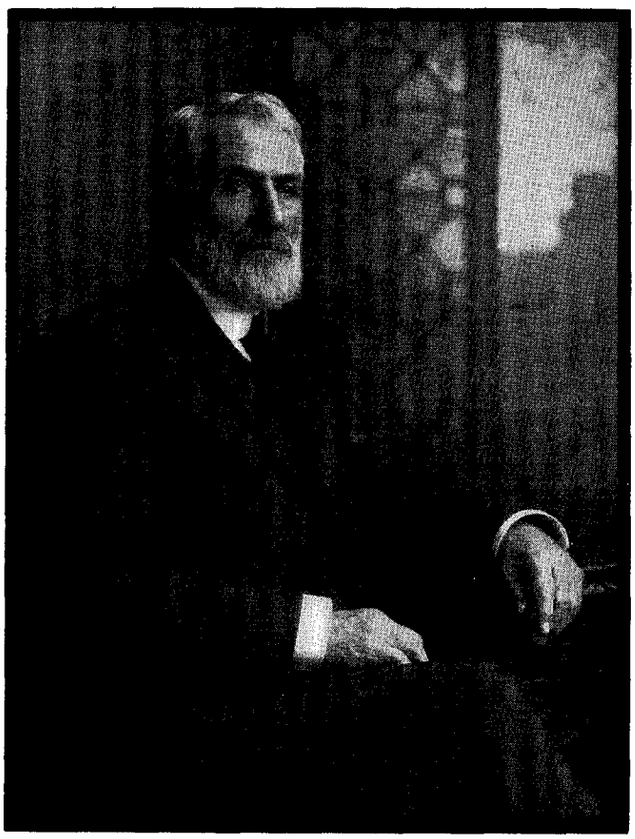
PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Isaac K. Funk, Pres.; Adam W. Wagnalls, Vice-Pres.; Robert J. Cuddihy, Treas.; Robert Scott, Sec'y), 44-60 E. 23d St., New York

VOL. XLIV., NO. 15 NEW YORK, APRIL 13, 1912 WHOLE NUMBER 1147


## ISAAC KAUFMANN FUNK

ISAAC KAUFMANN FUNK, D.D., LL.D., president of this company, editor-in-chief of all its publications, including the Standard Dictionary, *The Homiletic Review*, and THE LITERARY DIGEST, fell asleep on the morning of Thursday, April 4, in his seventy-third year. He had just finished the last manuscript copy, after three years' labor, on a new revision of the Standard Dictionary when death overtook him, and perhaps this very fact gives a better idea of the man than pages of bare data about his life. His was one of those minds, versatile and energetic, that are always on the advance. He was a "progressive" in all fields of thought. Born at Clifton, Ohio, September 10, 1839, he passed rapidly through his schooling time, receiving his diploma from Wittenberg College before he was 21, and at once entered the ministry of the Lutheran Church, near Moreshill, Ind. In the years between 1861 and 1872 he continued this work in Carey, Ohio, and Brooklyn, but after a trip through Europe, Egypt, and Palestine he entered a wider field of usefulness in the work of journalism and publishing. He was associate editor of *The Christian Radical* (Pittsburg) 1872–73, and of *The Union Advocate* (New York) 1873–75. In 1876 he founded *The Metropolitan Pulpit*, and in the following year *The Complete Preacher*, which in 1878 he merged into *The Homiletic Monthly*, which since 1885 has been known as *The Homiletic Review*. In 1877 he entered into partnership with Adam Willis Wagnalls, founding the publishing firm known for many years as Funk & Wagnalls, which was incorporated in 1890 as the Funk & Wagnalls Company. As a militant prohibitionist Dr. Funk established *The Voice* as a campaign paper in the interests of the Prohibition Party in 1880, and conducted it for many years. In 1890 he planned and launched THE LITERARY DIGEST.



DR. ISAAC K. FUNK.

A glance at the character of these publications gives a picture of the mind that conceived them. Beginning as a clergyman, he continued all his life publishing books to aid preachers. Himself a scholar, he published a veritable library of works of reference and erudition. Always a "progressive," he aided every new cause that seemed to promise benefit to mankind, from the suppression of the evils of intemperance to the simplification of spelling. His firm published "The Pulpit Commentary," "The Jewish Encyclopedia," "The Schaff-Herzog Encyclopedia of Religious Knowledge," "A Standard Bible Dictionary," "The Encyclopedia of Social Reform," and many other important compendiums of information, covering almost every branch of human knowledge. But the most important of all was "A Standard Dictionary of the English Language," of which the first edition was issued in November, 1894, and a revised and enlarged edition in 1903. This work, more than any other undertaken by Dr. Funk, bears the impress of his individuality on every page. To his foresight, genius, and fearless initiative, lexicography owes a work that disregarded many outworn conventions that hampered it until his time. Lexicography was his favorite pursuit, and the Standard Dictionary will remain the best memorial of his indefatigable energy and practical scholarship. His interest in the simplification of English spelling was a manifestation of this spirit, and he hoped that simplified spelling would save little children some of their weary hours of study.

The daily press emphasize Dr. Funk's interest in the investigation of psychic problems. His mind was always open to new truth, from whatever quarter, and the attitude of those who blindly refused to examine facts because they were strange he considered just as indefensible as the attitude of those who blindly believed everything. As the New York *Times* says, "he was never a believer in spiritualism in the accepted meaning of the word, but an investigator who brought to bear upon the subject the light of science and the guidance of good sense."

In his daily life Dr. Funk was a man of rare geniality and warmth of soul. In the midst of labors that would have distracted and harassed the average man of half his years, he was never too busy to see the humblest employee of his firm or to exchange anecdotes with an old acquaintance. And through it all his aims, moral and intellectual, were noble. He was "a versatile American," says the New York *World*, and he "must be credited with a real and definite contribution to the advancement of public morals and popular intelligence."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# TOPICS OF THE DAY

## THE DEMOCRATIC PRESIDENTIAL ASPIRANTS

THE TWO-THIRDS RULE of Democratic national conventions discourages prophecy. With no single candidate overshadowing the party, the editorial experts hesitate, and seem to discern no man likely to enter the convention with enough delegates to give him victory on the first ballot. And once a series of ballots is begun, who knows what deals, stampedes, dark horses, may develop? But at present, most newspaper writers on the Democratic situation agree, it is a case of "Wilson against the field." And many add, "with Clark leading the field." Nor does the increasing strength of the Underwood and Harmon booms go unnoticed, while the confidence in party victory brings out a number of "favorite sons," each of whom has more than a faint hope of being considered an available "compromise candidate."

Less than 200 of the 1,094 delegates to the convention have been pledged at this writing, so that Speaker Clark's present lead does not greatly alarm his rivals. According to the Brooklyn *Eagle* (Ind. Dem.), indeed, there is good reason for believing "that Wilson will get the greater part of the votes from New York, Pennsylvania, and New England; that he will make a good showing in the West and South, and that the popular vote of Wisconsin will give him a moral advantage of immense importance." But "moral advantages" do not always win battles. Woodrow Wilson's very strength may be proving a weakness, in that in each section of the country the Harmon, Underwood, or Clark boom becomes simply an anti-Wilson fight, and his rivals appear to some onlookers to be uniting their forces to carry important States, not *for* some candidate, but *against* Wilson. This state of affairs persuades Wilson workers of the existence of a "conspiracy," engineered, of course, from Wall Street, to defeat their "progressive" candidate. To let an independent progressive daily in Governor Wilson's own State, the Newark *News*, explain this point of view:

"The charge made by friends of Woodrow Wilson that there is a combination on the part of the supporters of Clark, Underwood, and Harmon to defeat the New Jersey Governor at the Baltimore convention has substantial evidence to confirm it.

"It is charged that the States have been apportioned among the three candidates. Clark is to make the fight in Iowa, Wisconsin, Arkansas, Kentucky, Oklahoma, Kansas, California, New Jersey, and Illinois; Underwood in Georgia, Florida, North Carolina, South Carolina, Mississippi, and Louisiana, and Harmon in Texas, New York, Delaware, the New England States, Pennsylvania, Ohio, and adjacent States.

"Harmon, instead of Clark, would have been chosen to lead the fight in New Jersey had he not refused to run in the home State of any other candidate.

"The primaries in Kansas and Oklahoma have already been held, and in both the contestants were Clark and Wilson. In Illinois only Clark petitions have been filed in opposition to Wilson. In Florida the name of Harmon has been withdrawn, and newspapers that were supporting him have substituted Underwood as their candidate. . . . . .

"It is not necessary to assume that Messrs. Clark, Harmon, and Underwood are parties to what looks so much like a deliberate conspiracy. In this fight for the presidential nomination, they are little more than lay figures manipulated by powerful, but unseen, forces. Their putative managers are merely dummy directors, so to speak, who probably do not realize themselves that they are being used as catspaws for interests that see in the election of Woodrow Wilson a menace to their selfish and undemocratic purposes.

"That it should be necessary to make such a combine as is alleged, is a confession of Governor Wilson's strength."

This suspected scheme the Atlanta *Journal* (Dem.), perhaps the strongest Wilson paper in the South, calls a "three-shell political game." Still, it has faith that the plotters will not succeed—"If Wilson doesn't win, it will be because the voters become paralyzed on their way to the polls." Democratic newspaper support of Governor Wilson also includes the Raleigh *News and Observer*, Columbia *State*, Nashville *Tennesseean*, and Brooklyn *Citizen*, all of which are convinced that he is a "winner." One of his advocates, the Houston *Chronicle*, declares rather significantly that "what endears Woodrow Wilson to millions of his countrymen is his Bryanism." And from Lincoln, Nebraska, where this quality ought to be most accurately valued, comes the word that Governor Wilson is one of the "Progressive Democrats" whose candidacy finds favor with Mr. Bryan. It is perhaps doubtful whether the attitude of the independent press reveals that of the "independent vote," but it is at least interesting to find Governor Wilson praised and his nomination urged by a group of papers including the Louisville *Post*, Denver *Rocky Mountain News*, New York *Evening Post*, Indianapolis *News*, and Los Angeles *Express*. Progressive Republican papers like the Philadelphia *North American*, Kansas City *Star*, Jersey City *Journal*, and Madison *Wisconsin State Journal*, urge their Democratic readers to stand behind Governor Wilson, and the Milwaukee *Journal* even declares that it will support him if nominated. All this persuades the neutral Springfield *Republican* "that the Wilson candidacy's intrinsic merits continue to outweigh not only its own weaknesses, but also the intrinsic merits of every other candidate on the Democratic side." And it tries to explain why:

"Governor Wilson has succeeded in absolutely dissociating his candidacy in the public mind from ultra-conservative or 'reactionary' influences; he has established himself as a Democratic radical, in short, without going by any means the full length of the radical extremists. He is a radical rather than a conservative, yet, at the same time, he aims to be moderate and to fuse the best elements of the political radicalism and conservatism of the time. That the mass of the Democratic party perceive this fact probably accounts for the entire failure of the recent assaults upon his candidacy. . . . . .

"Governor Wilson's course, on the whole, has been shaped with masterly comprehension of the practical difficulties to be encountered in becoming President of the United States by way of the Democratic party. He is to-day emphatically the Democratic candidate of prominence who in a campaign would divide his party least, while making serious inroads into the ranks of the opposition. And this achievement for a mere schoolmaster reveals a talent for politics of a high order."

But there are those who think with the Des Moines *Register and Leader* (Rep.) that while "Governor Wilson has made a splendid impression upon the country" there are "all sorts of stumbling-blocks in his way as a Democratic aspirant for the

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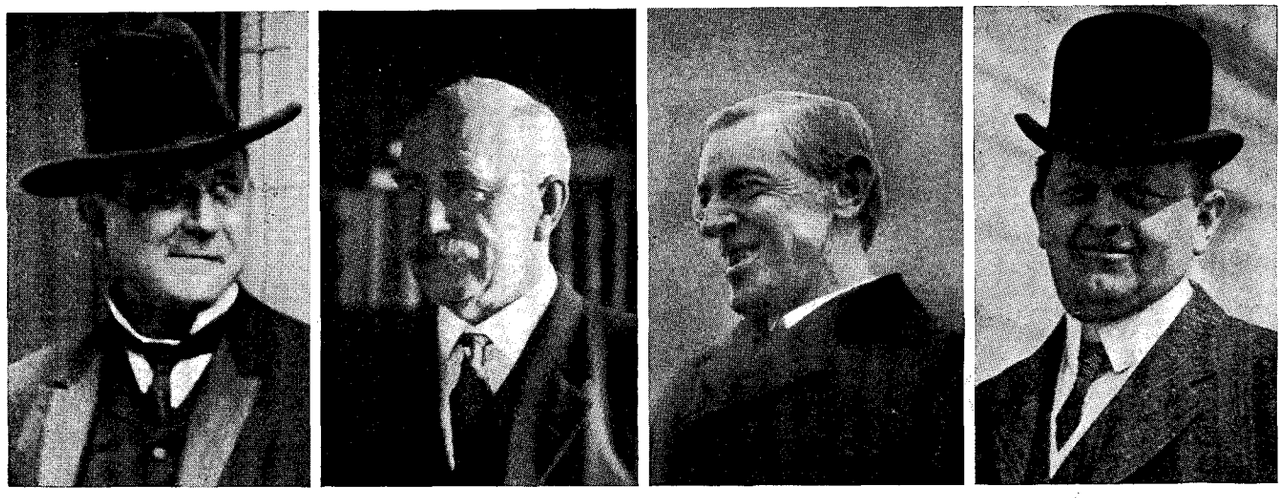
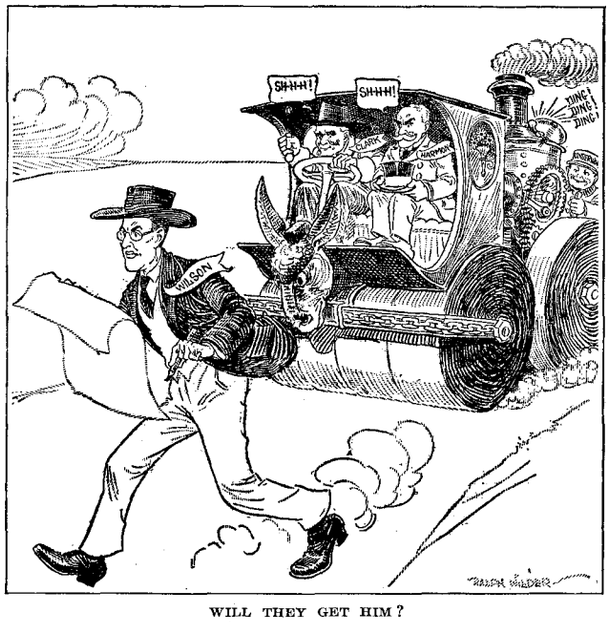


WHICH SMILE WILL LAST LONGEST?

Presidency." He is, we are told, being "treated to fine words while the delegates are going to the other fellow." That "other fellow," in the opinion of the Charleston *Post* (Dem.), is Champ Clark. And *The Post* is inclined toward the Cleveland *Plain Dealer's* (Dem.) view that "unless the party of Harmon and Wilson wishes to go before the people this fall on a Canadian-annexation issue, introducing its champion with a Chautauqua salute, it should abandon all thought of Speaker Clark as a presidential candidate." But the Clark boom is in full swing in the Southwest, meets with the emphatic approval of many in both houses of Congress, and is daily recommended to the reading public by the able gentlemen who write the Hearst editorials. The Clark campaign argument is thus put in a nutshell by the St. Louis *Republic* (Dem.):

"Champ Clark represents the Democracy, not only of things promised, but of things done. It was under his leadership that the Democrats in Congress were united. It was as a result of that union that the Democrats triumphed at the polls. It is in furtherance of that triumph that a Democratic House of Representatives under his speakership has fulfilled every pledge that in its name was made to the people."




WILL THEY GET HIM?
—Wilder in the Chicago *Record-Herald*.

In the South, Alabama has instructed for Congressman Underwood, her "favorite son," and the movement for his nomination seems likely to have substantial results in Mississippi, Georgia, Florida, and perhaps other States. The Democratic press of Alabama are quite naturally found in the Underwood column, as are also the Savannah *News*, Macon *Telegraph*, Jacksonville *Florida Times-Union*, Charlotte *Observer*, Augusta *Chronicle*, and Atlanta *Constitution*. These backers of the Chairman of the Ways and Means Committee are convinced that he is the strongest figure in Congress, that his responsibility for Democratic tariff legislation entitles him to a commanding position in a campaign to be fought out principally on the tariff issue, and that the time has again come for a Southerner to live in the White House. At a Baltimore dinner given to Mr. Underwood, Congressman Martin W. Littleton, of New York, it will be remembered, lauded him as a statesman with "the poise and balance of McKinley, the stubborn courage of Cleveland, the public experience of Blaine, the quiet and unterrified courage of a real American." A little more calmly, the New York humorous weekly, *Life*, in one of its serious editorials, confesses that if a Democrat is to go to the White House, "the one who looks best to us is the one who has talked least and done most for good laws and good government—Oscar Underwood."

"One year from to-day," wrote the editor of the Columbia *State* on March 4, "Woodrow Wilson will be cutting his initials on the White House furniture." Whereupon the Wilmington (N. C.) *Dispatch* (Ind.) retorted that Mr. Wilson would hardly be guilty of such a piece of impoliteness while the guest of President Judson Harmon at the White House. "Clearly," remarks the Cleveland *Plain Dealer* (Ind. Dem.), "the Democratic contest the country over is between these rival governors." The absence of noise accompanying the progress of the Ohioan's candidacy earns it the name of a "'soft-pedal boom," but effective work is nevertheless evident. Governor Harmon expects to receive all of Ohio's 48 votes at Baltimore, in spite of the uncompromising hostility of William Jennings Bryan and the numerous Bryan Democrats of Ohio. The loudest critics of Mr. Harmon call him "reactionary." Others object to his caution on many issues, notably on the liquor question, which has been agitating Ohio for several years. Conservative Democrats in the North, however, and such papers as the Houston *Post* in the South, praise him for his executive ability and experience, his orthodox stand upon the tariff, his consistent, if quiet, antitrust opinions, and his objection to such measures as the initiative, referendum, and recall. The Detroit *Free Press* (Ind.) still believes that Taft and Harmon will be the rival candidates. Several papers

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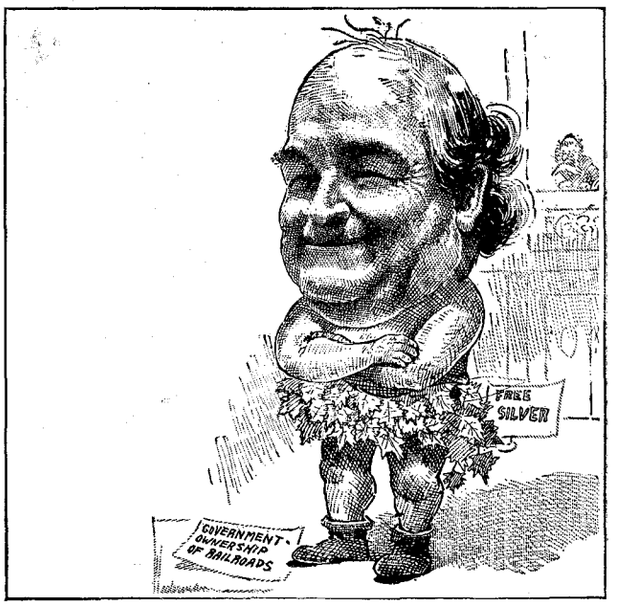
WITH BRYAN IN THE RANKS THE CAPTAIN WILL HAVE TO GO SOME.
—Bartholomew in the Minneapolis *Journal*.




"EXCUSE ME, BOYS! TEDDY BORROWED THE REST."
—Westerman in the Columbus *Ohio State Journal*.

AN ERSTWHILE CAPTAIN IN A MODEST RÔLE.

can not understand Mr. Bryan's animus against Harmon. The Albany *Times-Union* (Dem.) is sure that "Wall Street has no collar upon him." And the New York *Sun* (Ind.) finds in his "old-fashioned views" an excuse for one of its rare editorials in praise of living men.

Prominent among the "favorite sons" are Governor Marshall, with Indiana's 30 votes pledged to him; Governor Burke, with the pledged delegation of North Dakota; Senator Martin, indorsed by Virginia; and Mayor Gaynor, who may receive New York's 90 votes on the first ballot. Governor Marshall and Mayor Gaynor are looked upon in some quarters as likely compromise candidates. Some one of the others may be the "dark horse" to carry away the prize, but, on the whole, political observers see in the votes given these men on the first ballot simply material for later "trading."

And when it comes to "dark horses," observes the Rochester *Democrat and Chronicle* (Rep.), "the best dark horse in the Democratic stable is Bryan." Other Republican papers, like the Seattle *Post-Intelligencer*, Cleveland *Leader*, and Pittsburg *Dispatch*, with the independent *Times* and *Star* in Washington, think it by no means unlikely that the Nebraskan may be called upon to lead his party for the fourth time. The Democratic Charleston *News and Courier*, too, is somewhat worried, believing that under the two-thirds rule Mr. Bryan will hold the balance of power in the convention, and fearing that the elimination of Wilson would mean the nomination of the "Peerless Leader."

These are, of course, but inferences. Mr. Bryan himself refuses to let his name go on the California presidential-primary ballot, saying: "I am not a candidate, and am not willing to be put in that attitude before the country." And he defines his position as regards the present rivalry of Democratic candidates in these words: "I am for either Wilson or Clark as against any reactionary, and will be pleased to assist in the nomination of either." "This man is not a candidate for any office," comments the Nashville *Tennesseean* (Dem.); and it would have us take him at his word, for he has "never deceived" the people, "he has never betrayed them, but throughout all the years he has fought their battles." And the Charleston *Post* (Dem.) remarks in like vein:

"Mr. Bryan has made it perfectly clear that he is not a candidate for the nomination, and there is not the slightest reason for believing that he desires to take advantage of any condition or circumstance to put himself once more at the head of the party as its nominee for the Presidency. If the various schools of thought within the Democratic fold would only let Mr. Bryan alone, except for the adoption of the better things he recommends and illustrates to his party, they would do much better for themselves and for their party and for their country."

## ESCAPE OF THE SUGAR TRUST

"SUBMERGED CAPTAINS of industry may now come to the surface for air," remarks *The Wall Street Journal* (Fin.); and other papers, not so near the swirl of the financial whirlpool, are expressing the same idea in different tones since the acquittal of the meat-packers and the jury's failure to agree in the Sugar Trust case. "The Beef Trust got off by the exploitation of the 'injury to the people' doubt, and on an inextricable entanglement as to figures showing cost and returns, and a few other such technicalities," says the New York *Evening Mail* (Prog. Rep.), "while the Sugar Trust escapes conviction by the statute-of-limitations hole." And the same paper adds: "Have you ever noticed that, in these cases, if it is not one thing it is always another—that the Sherman Law, as now interpreted, interwoven, contorted, admixt, and vitiated, is not of much use any more in prosecuting the trusts?" To the Boston *Journal* (Ind.) also the disagreement of the jury in the sugar case "adds still another failure to the record of the Sherman Law as a criminal statute," and "makes all the more amazing the Administration's belief that the Antitrust Law is satisfactory as it stands, and should be left alone." We find a number of other papers, however, taking the more optimistic view that the Government's failure to convict in these cases reveals no fatal weakness in the law, and that these prosecutions, in spite of the way they have ended, will have a salutary effect on the future conduct of "big business."

In the sugar case, in which four officers of the accused corporation were on trial under the criminal clause of the Sherman Law on a charge of conspiracy to restrain trade, the final vote stood eleven to one for acquittal. As the Philadelphia *Record* (Dem.) puts it, these men "have been found eleven-twelfths innocent, chiefly on the ground of the statute of limitations." The facts

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ANOTHER ROUGH-RIDER.
—Ireland in the Columbus *Dispatch*.

HAVING A BULLY TIME.
—Kemble in *Harper's Weekly*.

## BUSY MOMENTS OF THE GREAT.

on which the charge was based are thus summarized by the Boston *Transcript* (Ind. Rep.):

"Late in the fall of 1903 Adolph Segal, a Philadelphia promoter and contractor, having overextended himself in certain real-estate ventures, and having built near that city the best-equipped sugar-refinery in the country, went looking about for money and came into contact with one Gustav E. Kissel, a New York broker. Kissel, while preserving the fiction of being Segal's agent in the matter, nevertheless arranged with John E. Parsons and Henry O. Havemeyer, since dead, the details of a loan of $1,250,000, secured by a collateral agreement of the most approved 'cut-throat' character, which enabled Kissel, among other things, to control the stock of Segal's new refinery company and thereby dominate its board of directors. Kissel, when once this proposition was tightly fastened, put a dummy board into the refinery company, pursuant to instructions from Mr. Parsons, and had them vote, also pursuant to instructions from the same source, not to begin operating the refinery until the loan was paid. Then Kissel, Parsons, Havemeyer, and the others in the American Sugar Refining group, sat down and awaited developments, knowing that the refinery could never open until they relaxed their grip, and that with the refinery closed Segal could never pay the loan.

"These things were not denied. The defense rested upon the fact that Segal had, on one or more previous occasions, built sugar-refineries and had sold them to the trust at a substantial profit; that all his performances in the case in question indicated another 'hold-up,' and that he knew, long before he allowed the noose to be so firmly adjusted around his neck, that the real lender was the American Sugar Refining Company, so that the making of the loan was, in fact, the sale of his plant for all (according to the contention of the defense) that it had cost him to build it."

Judge Hand ruled that only such restraint as the jury might find to have resulted from the acts of the defendants subsequent to July 1, 1906, three years before the indictment was found, could be made the basis of a verdict of guilty. In the course of the trial it was brought out that the Trust bought forty refineries between 1891 and 1903, only to shut their doors, and that no less than $25,000,000 went to purchase four refineries that are not now in operation. The Boston *Transcript* says:

"A mistrial is never a satisfactory result of a criminal prosecution, and in the case of the four directors of the American Sugar Refining Company . . . the fact stands out with peculiar emphasis. While both sides hailed it as a 'victory,' the defendants, doubtless, would have preferred a clean-cut verdict which would have allowed an appeal, even if it were against them, and the Government certainly, at this particular juncture in the Taft Administration, would have rejoiced in a demonstration that the Sherman Antitrust Act is, in fact, a statute enforceable against individuals."

Turning to other than political aspects of the case, the same paper asks what this case has done toward the much-needed clarification of the Sherman Law, and what contribution it has made toward the development of a better standard of financial ethics. To the first question it answers: "We can not say that the Sherman Law has been clarified to the slightest degree." But in regard to the educational value of the case, and its effect upon financial ethics, the Boston paper takes a more optimistic view.

While the Hartford *Times* (Dem.) regrets that the defendants did not receive a unanimous vindication from the New York jury, we do not find this note of sympathy for the accused directors echoed from very many sources. Many papers, on the other hand, take occasion to reassure their readers in regard to the efficacy of the Sherman Law. "Provided it is not in conflict with the statute of limitations, there is reason to believe that it is capable of obtaining results," says the Boston *Advertiser* (Rep.), and the Indianapolis *Star* (Ind.) notes an indication that even the prospect of prosecution had created a tendency on the part of the Sugar Trust to be "good" in the fact that only one charge was brought against it bearing date later than 1906. The failure of the criminal clause of the Sherman Law, thinks the Indianapolis *News* (Ind.), is due not to defects in the statute, but to the state of public opinion... "What we now need," it adds, "is a sober education that will make the people realize—as they have not realized—that such acts as those with which the packers and the sugar men were charged are crimes precisely as murder and burglary are crimes."

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# MILWAUKEE'S SOCIALIST REVERSE

"THE SOCIALIST DEFEAT, in fact, is a Socialist victory," declares the Milwaukee *Leader*, a militant organ of Socialism, commenting upon last week's municipal election in Milwaukee in which a flood of non-partizan ballots swept from office the city's Socialist administration and installed a non-partizan mayor, board of aldermen, and county board of supervisors. And it is interesting to note that a somewhat similar view of the situation is taken by so stanchly capitalistic a paper as the New York *Sun* (Ind.), which reminds us that when Emil Seidel was elected mayor of Milwaukee by the Socialists two years ago in a three-cornered struggle he received only 22,000 out of 60,000 votes, whereas this year, with the two regular parties united against him, he polled more than 30,000 of the 73,000 votes cast. Thus "his failure to win the second time is by no means a crushing reverse for his party," argues *The Sun*, which goes on to say:

"The fusion forces got a vote of 5,000 more than the combined votes of the candidates running against Seidel in 1910, an increase notably less than that of the Mayor.

"It is obvious that had the division of votes been on party lines Mayor Seidel would have won again for the Socialists. The victory of the fusion party is not by any means equivalent to the routing of the Socialist party in Milwaukee."

Many papers, however, agree with the regular Republican Milwaukee *Sentinel* that Milwaukee's message to the country through this election is that "it has had enough of Socialism in its municipal business." The situation in a nutshell, says *The Sentinel*, is this: "Two years ago the Socialists were elected on the strength of their promises; this spring they are overwhelmingly defeated on the weakness of their performances." The non-partizan platform, says *The Sentinel*, "bluntly declared that anti-Socialism *versus* Socialism was the paramount issue." The New York *Commercial* (Com.), noting that the Socialists suffered reverses on the same day in Butte, Helena, and other Montana towns, remarks that "the tide seems to have turned all along the line." According to the Milwaukee *Free Press* (Ind. Rep.) the Social-Democratic brand of government in that city "has been a government by secret ring, a government for class, a government for spoils, a government hostile to American principles." And in a pamphlet circulated by the Milwaukee Voters' League we find this same charge that the Seidel administration was "controlled by a secret ring which is the real governing body—a condition intolerable and subversive of the true principles of popular government," coupled with the admission that this same administration "has given this city and county the temporary benefit of a more efficient government than has recently been enjoyed." But, adds this pamphlet:

"Its dangerous doctrines of class-hatred and bitterness; its narrow partizanship; its lack of respect for the law; its denunciation of the motives and integrity of the judiciary; its unfair and undemocratic policies, and its hostility to American political institutions, in our opinion point the sure path to political, social, industrial, and economic disaster."

"The defeat of the Socialists," says the Progressive Republican Milwaukee *Journal*, "shows that the citizens are disgusted with their kind of party rule just as they were disgusted with Democratic and Republican misrule when they placed the Socialists in power two years ago." This paper, conceding that the Socialistic officials "have been honest so far as the mere handling of public funds is concerned," declares that "their fanaticism, class-hatred, and most bitter partizanship, and their adoption of the spoils system to an unprecedented extreme, together with their inefficiency and their many blunders, made their administration as faulty and altogether as unsatisfactory as any which had preceded it." It regards the result of the election as "a remarkable victory for the cause of non-partizanship, a victory won in the face of partizan election laws and of other great obstacles." So far as the 30,000 votes which the Socialists polled are concerned, *The Journal* states that "not more than 10,000 are Socialists or sympathizers with Socialistic principles, the others representing a remnant of the protest vote of two years ago, as well as the votes of men who, tho not believing in Socialism, were disaffected toward the new movement for various reasons, one being a fear that it would not be carried out in good faith."

HE OVERTHREW SOCIALISM IN MILWAUKEE.

Dr. Gerhard A. Bading, elected on a non-partizan ticket to succeed Mayor Seidel, Milwaukee's first Socialist Mayor, rejoices that "Milwaukee stands in the eyes of the world redeemed, an American city, believing in the American Constitution and the American Government."

Turning again to the Milwaukee *Leader* for a fuller statement of the Socialist interpretation of the vote we read:

"The Socialist victory two years ago marked the end in Milwaukee of the sham fight between the Democratic and Republican parties, and compelled them to unite to make common cause against Socialism.

"The Socialist defeat, in fact, is a Socialist victory. With the Republican and Democratic parties in the field as they were two years ago, the Socialists would have made a clean sweep of the city. As it is, they have carried seven wards, and ARE STRONGER AS A PARTY THAN EVER BEFORE, for the Socialist vote cast April 2 was a class-conscious vote of the workers.

"Two years ago, the Socialist party had a considerable protest vote. The votes that it received did not accurately represent its real strength, but the 30,000 votes cast for Mayor Seidel and his associates on the Social-Democratic ticket Tuesday were cast for our candidates in a contest where the issue between Socialism and anti-Socialism was clearly and emphatically drawn. THE SOCIAL-DEMOCRATIC PARTY IS TO-DAY STRONGER IN MILWAUKEE BY AT LEAST 5,000 ADHERENTS THAN IT WAS TWO YEARS AGO. . . . . .

"The work of education has proceeded so far in Milwaukee that over 40 per cent. of the voters, with the largest total vote ever cast in the city's history, are class-conscious Socialists. THE TIME IS NEAR AT HAND WHEN WE SHALL HAVE AN ABSOLUTE MAJORITY OF THE VOTERS CONSCIOUS OF THEIR INTERESTS AND FIGHTING SHOULDER TO SHOULDER ON THE POLITICAL FIELD, the one field where every worker, whatever his employment, may be organized."

"So let those who won or think they won go ahead and use their victory," says the New York *Call* (Socialist); "the Socialist party is still there." On the other hand, as the New York *Evening Post* (Ind.) points out, "in forcing an alinement of citizens on a non-partizan basis, the Socialists have shown a way to remedy municipal misgovernment which does not lie along the direct road toward Socialism." And the New York *Journal of Commerce* (Com.) agrees that "a result of this election which may be more important than the defeat of Socialism is the adoption of the non-partizan idea in city government." The New York *World* (Dem.), too, remarks that if the Wisconsin legislature, as is predicted, passes a law eliminating party lines in cities and confining campaigns to local issues, "the non-partizanship which resulted in Mayor Seidel's election and in his subsequent defeat may take shape in lasting reforms."

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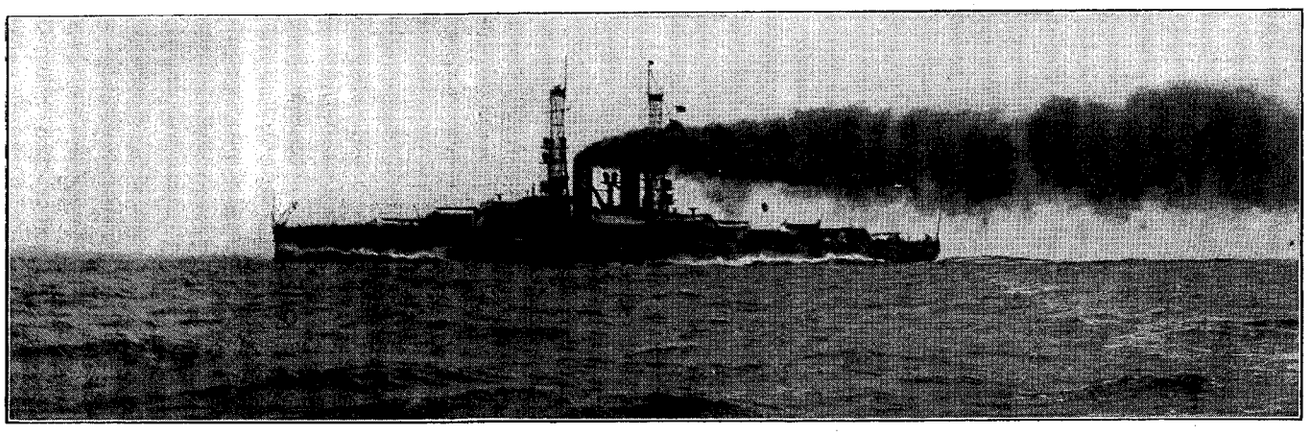

THE FASTEST BATTLE-SHIP AFLOAT.

In a trial run over the Rockland (Me.) course, our new battle-ship, the *Florida*, made 22.54 knots. The previous best record for a first-class battle-ship, 22.50 knots, was held by the British dreadnought *Vanguard*.

## REFORMING THE EXPRESS BUSINESS

IN THE CONCESSIONS the express companies are planning to make voluntarily to the shippers through the conferences arranged by the Interstate Commerce Commission, and in the further concessions they will be forced to make if even the mildest of the regulatory measures before Congress is adopted, the newspapers see the influence of the demand for a parcel-post. The Adamson Bill, for the regulation of express rates, reported favorably by the House Committee on Foreign and Interstate Commerce, is praised on the one hand as a step in the direction of a parcel-post, and criticized on the other as being the "postal express" plan, but "with the best part of it left out." Speaking of the reforms likely to follow the conferences between representatives of the Interstate Commerce Commission and of the express companies, the New York *Tribune* remarks that had the companies "done voluntarily, merely from sound business motives, what they are now ready to do when facing compulsion, less would be heard to-day of the parcel-post." Indeed, as the New York *World* sees it, they are now "willing to compromise on everything except a parcel-post." The precise nature of the compromise has not as yet been officially revealed, and the negotiations may last for weeks to come. Commissioner Lane, who has been conducting the express investigation, explains the situation in these rather cryptic words: "The hen is sitting. Whether the brood will be chickens, ducks, geese, or turkeys I can not say."

Nevertheless, through certain express-company officials and by other means of getting information, the New York dailies have learned that the conferees have practically agreed upon certain changes which *The Sun* thus sums up in an editorial:

"Improved receipt forms, no more charging at both ends, that too common little joke of the masters of parcel transportation, a 'zone system' of charges that will be equitable and honest."

The new receipts are to be uniform, it is explained in the news columns. Each one will "set forth the nature of the parcel, the rate, and the route in language that nobody can misread." The value will also be shown, and the transaction will be made "easier for both company and shipper." A new uniform way-bill is expected to help the express companies to break their sinful habit of double charging. As *The Sun* explains it:

"The new way-bills will be of two colors—dark yellow for prepaid packages, and white for those sent collect. And each way-bill will have a stub which will be an exact duplicate of the original. The original will be forwarded independently as before, but the stub will be detached and pasted on the parcel. So there will be no question at any stage of the game as to whether the charges have been paid or not. With the double-charge possibility eliminated, one of the most acute grievances of the shippers will be removed and the companies themselves will be relieved of a lot of uncertainty."

The reformed system of rating will include a reclassification of offices and routes, but the details have not yet been worked out, nor have the press learned anything of the exact nature of the change.

These concessions, meeting as they do the complaints of thousands of aggrieved shippers, are highly approved by the daily press. The New York *Evening Post* rejoices that the express companies are at last "imprest with the need of putting their house in order" and seem likely to give the people some of the advantages that the introduction of parcel-post would supply. Thanks to the Interstate Commerce Commission are heartily rendered by the Philadelphia *Record* for thus calling "a halt to express extortion." Other papers, like the New York *World* and Newark *News*, add that while it is well to correct these abuses, the only permanent remedy for express monopoly is the competition of a Government parcel-post.

This is one of the few "reforms" that the New York *Sun* can praise with a right good will. It is "a real reform, an amendment and a reconstruction of notoriously unjust and vexatious methods of business, and this business one that comes to the home of about everybody in the United States." And there are added a few pungent sentences excoriating the express companies:

"To combine the utmost insolence with the most intolerable stupidity, to be, apparently, entirely incompetent to manage their own business, to give the worst service to all and no relief to anybody, to bleed their customers in small, irritating, continued drafts: if some great ironist had set to work deliberately to stir discontent with these corporations that bang at everybody's door, and through them with corporations in general, he couldn't have devised a more ingenious plan than the pig-headed fatuity, the jack-in-official proceedings of the express companies. Express malice coupled with express muttonheadism.

"Well, let us hope this era of bad dealing and bad feeling is over; and not jump upon caught and penitent sinners—provided they bring forth works meet for repentance."

A number of drastic propositions have been advanced in Congress for the regulation of express business. The bill of Senator Gardner (Dem., Me.) calls for the purchase by the Government of the real property, equipment, etc., of the express companies at an estimated price of about $39,000,000. The other assets of the companies, thinks Mr. Gardner, could be retained, as they are not devoted to express service. But the bill which is thought most likely to receive favorable action is that sponsored by Congressman Adamson (Dem., Ga.), and favored by the House

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Committee on Interstate and Foreign Commerce. It applies to all packages under 11 pounds in weight and valued at less than $80, the part of the express business said to be most profitable. A system of maximum rates arranged by zones is worked out thus:

Between any two points in the United States more than 2,000 miles apart, 12 cents a pound.

Between any two points not more than 2,000 miles apart, 10 cents a pound.

Between any two points not more than 1,200 miles apart, 7 cents a pound.

Between any two points not more than 800 miles apart, 5 cents a pound.

Between any two points not more than 600 miles apart, 4 cents a pound.

Between any two points not more than 250 miles apart, 2 cents a pound.

The Adamson measure also provides that the express companies must accept packages (within the 11-pound limit) which are to be carried by their agents part of the way and then turned over to the rural free delivery carriers for delivery, and, *vice versa*, must deliver packages mailed on the rural free delivery routes. This is, as one editor puts it, a parcel-post attachment to express matter for special delivery on rural routes.

The avowed purpose of the bill is "to grant some temporary relief." For this relief parcel-post advocates are thankful. They agree, however, with the Cleveland *Plain Dealer*, that while "the idea is sound," it can not be accepted "as in any sense a substitute for a real parcel-post." But the New York *Journal of Commerce* calls it "a mongrel affair for which there is no adequate excuse"—

"It is said to be likely to pass the House and be blocked in the Senate. Such proposed vagaries in legislation are not adding to the prestige of the majority now in control of the lower branch of Congress."

## THE TAX CURE FOR "PHOSSY-JAW"

A CHORUS of editorial approval greets the passage by both Houses of Congress of the Hughes-Esch Bill, a measure which levies a prohibitive internal-revenue tax—two cents on the hundred—on matches in the manufacture of which white phosphorus is used. This legislation, which by taxing an industry out of existence eliminates the most horrible of all occupational diseases and brings the United States into line with other civilized countries in this respect, has the specific approval of President Taft, who has urged it upon Congress in a special message. Opponents of the bill, such as Representative Underwood in the House and Senator Bailey in the Senate, argued that the measure was unconstitutional, being an abuse of the taxing power, and that the stories of the prevalence of "phossy-jaw" were greatly exaggerated. But these arguments apparently carried little weight with the legislators, and less with the editorial commentators. "If ever the general-welfare clause of the Constitution can fairly be appealed to in doubtful specific grants of power, it can be in this case," says the New York *World*, and the prevailing tone of the newspaper comment is one of hearty approval.

We are reminded in the editorial columns of the Cleveland *Plain Dealer* that the deadly phosphorus match was legislated out of Europe years ago; that the American patent rights to sesquisulfid, a satisfactory substitute material for making the "strike anywhere" match, were voluntarily relinquished by the Diamond Match Company (the "trust") a few months ago; and that to change from the dangerous material to the other necessitates no change in any apparatus in the factories, tho it does mean an increase in cost of material, which may account for the "strong interested opposition" to the passage of the bill. And the Cleveland paper adds that "in manufacturing matches there has been no excuse for the horror that has lasted in America long after it has been driven from other countries."

## TOPICS IN BRIEF

OYSTER BAY has a rumor that T. R. may retire to a Western ranch. Bet it isn't in North Dakota.—*Pittsburg Gazette-Times.*

WILLIAM DEAN HOWELLS advises young men not to write for money. Evidently he knows what it is to be a father.—*Cleveland Leader.*

AFTER having one President in thirty years it begins to look as if Mexico were in some danger of having thirty in one year.—*Boston Transcript.*

THE current popular songs indicate that if ragtime is really dying out, as was announced some time ago, it is dying a horrible death.—*Detroit News.*

A COW owned by the University of Missouri has broken all records for milk-production. Another argument in favor of higher education.—*New York Herald.*

THE players in that Leavenworth, Kan., prison-league may be deficient in many points of play, but they ought to be world-beaters at stealing bases.—*Nashville Southern Lumberman.*

WELL, anyhow, permitting shipments of arms to Mexico is better than having them carried into that country on the shoulders of our soldiers.—*Indianapolis News.*

WE shudder when we think of the vast sum of money which the defense of the packers cost and of the means which will be used to retrieve the loss.—*Kansas City Journal.*

A NEW YORK library has included "African Game Trails" on its list of "popular fiction." This seems almost like jumping on a man when he's down.—*Cleveland Plain Dealer.*

PERHAPS the deep significance of the Champ Clark "dawg" song is that Champ expects to make the race for the Presidency on an anti-cruelty-to-animals platform.—*Chicago Tribune.*

STUDENTS of the University of Pennsylvania who were shown the ins and outs of stock sales at the New York Stock Exchange the other day would have learned a more valuable lesson if the brokers had shown them the downs and outs.—*Louisville Courier-Journal.*

YUAN SHIH-KAI does not seem to have made any promises regarding another term.—*Chicago Record-Herald.*

ONE trembles to think what would happen should the wind blow Colonel Bryan's hat into the ring.—*Newark News.*

LIKE Mary's little lamb, Schedule K follows Mr. Taft wherever he goes, but not for the same reason.—*New York World.*

THE LESSON.

—Minor in the St. Louis *Post-Dispatch.*

A SCIENTIST declares that "eating is a dying art." That's what Dr. Wiley has been trying to prove all along.—*Cleveland Leader.*

THE Roosevelt people can't get away from the Bryan policies. They are now asking for subscriptions to "a dollar campaign fund."—*Memphis Commercial Appeal.*

OF course T. R. believes the people are amply able to govern themselves, but he does not want to deprive them of his valuable assistance.—*Nashville Southern Lumberman.*

IN New York during 1911 one child was born every three minutes.—*Norfolk Virginian Pilot.* He must have found it [dreadfully monotonous.—*Columbia (S. C.) State.*

AN Illinois judge fined his wife $25 for contempt of court because she insisted upon having the last word. Perhaps by the next day he had figured out who really paid the fine.—*Cleveland Leader*

A CONSERVATIVE estimate of Turkish losses in the present African war taken from Italian reports shows that every native resident of Tripoli has been killed at least three times.—*New York Sun.*

WOODROW WILSON continues to explain certain statements contained in his "History of the American People." Men who write histories will, after this, know how to get them read.—*Chicago Record-Herald.*

A RAILROAD switchman has been elected Speaker of the Arizona House of Representatives. Probably to make sure that the side-tracking of bills will be done with neatness and dispatch.—*Cleveland Leader.*

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# MR. ROOSEVELT IN THE BRITISH PRESS

THERE IS NO MORE prominent name in the columns of the current English press than that of Theodore Roosevelt. The provost of Eton has declared that the Colonel is a popular hero with every English schoolboy, and his exploits as a soldier and a hunter are celebrated in every English-speaking land. Some papers, however, have severely criticized the way in which he has taken the stump in opposition to his friend, President Taft. The Leeds *Mercury* speaks of him as a broken idol, and prints under his name Shelley's famous sonnet "Ozymandias," as follows:

I met a traveler from an antique land
Who said: Two vast and trunkless legs of stone
Stand in the desert. Near them on the sand,
Half sunk, a shattered visage lies, whose frown
And wrinkled lip and sneer of cold command
Tell that its sculptor well those passions read
Which yet survive, stamped on these lifeless things,
The hand that mocked them and the heart that fed;
And on the pedestal these words appear:
"My name is Ozymandias, king of kings:
Look on my works, ye Mighty, and despair!"
Nothing besides remains. Round the decay
Of that colossal wreck, boundless and bare,
The lone and level sands stretch far away.

This irreverent skit is offset, however, by many appreciations appearing in such London papers as *The Standard*, *The Morning Post*, and *The Times*. While the last-named organ published some attacks on the ex-President written by one who signs himself "An American Exile," it vindicates Mr. Roosevelt in its editorial columns. Of the attacks *The Spectator* (London) says:

"We feel bound to express our deep regret that *The Times* should have given so much prominence to the venomous and monstrously unjust attacks on Mr. Roosevelt made by the writer who signs himself 'An American Exile.' We shall not attempt any inquiry as to who is concealed behind this signature, but internal evidence shows that the attacks are prompted by bitter personal animosity. In a letter in Thursday's issue 'American Exile' tries to cover up the complete failure of his charges of bad faith in regard to Mr. Roosevelt's candidature by an endeavor to create prejudice by insinuating that Mr. Roosevelt is an enemy of England. As every one who knows Mr. Roosevelt, or who has made any study of his writings and speeches knows, nothing could be more untrue. Mr. Roosevelt is, of course, first of all, last of all, and all the time, to borrow an American phrase, a friend of his own country, and one who regards a cheap and easy cosmopolitanism with contempt. At the same time, he has never, either in his public or his private capacity, shown animosity to this country or done anything to foment ill feeling between us and America.

"Descending from general to particular abuse, 'American Exile' tries to make out that Mr. Roosevelt denounced and finally destroyed the proposed Anglo-American Arbitration Treaty. Mr. Roosevelt did nothing of the kind. In an article in *The Outlook* of May 20, 1911, Mr. Roosevelt clearly set forth his position. His opposition to the Treaty, rightly or wrongly, was based on the ground that it was to be the model for general arbitration treaties with all the Powers. But he added, as explicitly as possible, that with Great Britain, America could enter upon a general arbitration treaty. Here are his actual words on this point:

" 'Between Great Britain and the United States it is now safe to have a universal arbitration treaty, because the experience of ninety-six years has shown that the two nations have achieved that point of civilization where each can be trusted not to do to the other any one of the offenses which ought to preclude any self-respecting nation from appealing to arbitration. But no language should be used in the treaty which would tend to obscure this cardinal fact, this cardinal reason, why the Treaty is possible and desirable.'

"In view of these words, what are we to say of the good faith of a writer who makes the charges that are made by 'American Exile'?

"Let us once more warn English readers not to be so unwise as to take any part in the deliberate attempts that are now being made to degrade Mr. Roosevelt in the eyes of his countrymen, for their inspiration is either personal animosity or else party feeling in its most debased and exaggerated form. Mr. Roosevelt, rightly or wrongly, is an insurgent within his own party. This is never a popular thing to be in a party-ridden community, and the opportunity has been seized upon for making dishonoring charges by all who hate him. The implication is that a man who would break away from his own party is capable of any wickedness. As a matter of fact, and as every fair-minded man admits who knows Mr. Roosevelt at close quarters, he is in the most absolute and complete sense a man of honor and of truth. He may be rash in action or lacking in reticence and caution in his language, but of one thing we are certain: he is incapable of meanness or falsehood. Whatever record leaps to light, his honor will be found unstained. 'American Exile' and others of his kind think it is safe to kick Mr. Roosevelt because they think he is down. But he is not down. In spite of newspaper vituperation, he still holds the hearts of the majority of the American people."

TOO BIG FOR THE JOB.

UNCLE SAM.—" Yes. I am sure you are qualified to run any country, but all I am requiring is a plain, ordinary President, and I'm afraid you are too big for a little job like that." —Montreal *Herald*.

*The Times* thinks that it would be indiscreet "for strangers at present to express any definite opinions upon the merits of the personal controversy which has been raised by Mr. Roosevelt's reappearance as an aspirant for the Republican nomination," and remarks that it is "a matter for domestic settlement." But, it adds:

"The grounds of the quarrel are plain enough. Mr. Roosevelt declared eight years ago that in no circumstances would he again be a candidate for the Presidency, and he is said to have repeated the statement later. Mr. Taft's friends understood it as an assurance extending to all future elections. Now that Mr. Roosevelt has proclaimed his readiness to accept nomination at Chicago, they charge him with breaking his pledged word. His friends, on the other hand, deny that he ever meant what Mr. Taft's adherents understood him to mean. They acknowledge that he did not express himself with absolute precision, but they assert that in fact he intended his words to apply only to a third consecutive term, and that no responsible person at the time he used them suggested or supposed that he intended anything else. The phrase may be interpreted in more ways than one. It is not astonishing that Mr. Roosevelt should construe it in the way most favorable to his present views and desires, or that Mr. Taft's supporters should show much honest indignation

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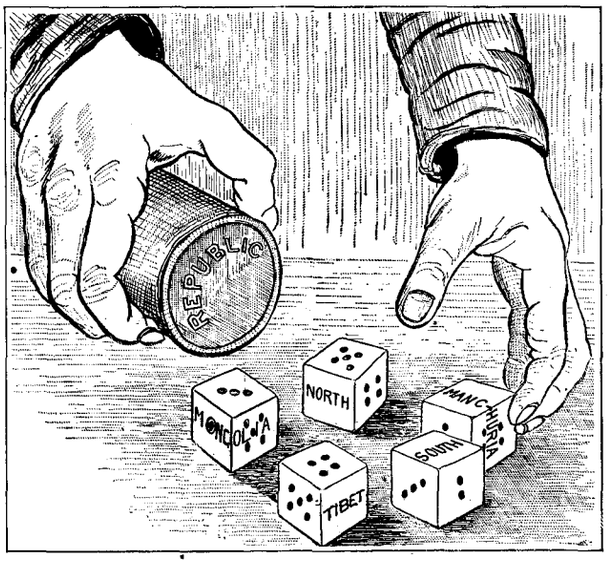
at his action. The attitudes of both are easy to understand. Mr. Roosevelt is an ambitious and masterful statesman. He has exhibited a lively sense of some of the evils of American civilization, and he has propounded with immense confidence certain remedies for their cure. He had not time to apply his policies fully while he was in office. He handed them on to Mr. Taft.

"Mr. Taft has not satisfied him. He believes that he could himself do what Mr. Taft has left undone. He is satisfied that the path of ambition is also the path of duty. There are plenty of discontented Republicans to tell him so. If there are enough of them, he will accept their nomination at the Convention."




WANTED, A "FULL HOUSE."
—*National Review* (Shanghai).

The London *Saturday Review*, however, takes the North Dakota primary as proof that Mr. Roosevelt can not win. It declares:

"Mr. Roosevelt has failed in his campaign for the Presidency. . . . Even in the West, where Mr. Roosevelt expected the country to be 'solid' in his behalf, the President has done better than the ex-President. It will not be necessary to wait for the Convention. As events are running, Mr. Taft will be nominated as Republican candidate three months before the Convention meets. Mr. Munsey, whose newspapers have all through pretended that Mr. Roosevelt's nomination was assured, has already thrown up hope. His letter—'on the face of it, it looks like Mr. Taft'—is practically an end of the campaign. The severest blow was delivered in North Dakota, where Mr. Roosevelt has been beaten by Mr. La Follette. This was the region whose 'popular demand' called Mr. Roosevelt from his retirement."

## PORTUGAL'S FATE

THE MONARCHIES of the Old World look with pity upon the mushroom republics that start up here and there, founded by the blind and ignorant populace who do not know what is best for them. France has its Monarchist party, and may soon return to royalty in a revulsion from socialism; America may some day see the true light. Portugal is in a terrible pickle. Many papers, especially in monarchical lands, regard Portugal as quite incapable of self-government. The Republic so far, we are assured, has been a failure. Old abuses have not been abolished, nor promised reforms accomplished. In fact, says Mr. Andrew E. G. Bell in *The Contemporary Review* (London), the present government is wholly under the power of the secret societies, and as helpless as the decadent rulers of Rome were under the sway of the Pretorian Guard. The terrible situation is thus described:

"The prospects are not very bright for the Republic. It has taken for its motto, Order and Work, but its history has hitherto been one of strikes and disorders, so that a Republican journal, *O Intransigente*, could say in December, 1911, that the Republic in fourteen months had done more harm than fourteen years of monarchical politics. The Republic is in as great a danger from its friends as from its enemies. It has to fear the discontent of the devout inhabitants of the North, of the underpaid workmen throughout the country districts, of the workmen of advanced doctrines in the towns; it has to fear a military *pronunciamiento* in Portugal, an attack of Royalists along the frontiers of Minjo and Traz-os-Montes. But above all it has much to fear from those hysterically ardent Republicans to whom the Republic has brought the consciousness of possessing secret power, and who pursue with personal rancor those who are inclined to moderate courses. It would have been well for the Republic could the secret society of the *Carbonarios* have been disbanded in October, 1910; but they have, on the contrary, increased and multiplied; they have been allowed to make arrests freely, and seem upon several occasions to have terrorized the Government into employing quite disproportionate methods to insure order, or, perhaps, to prolong disorder and an abnormal situation in which the *Carbonarios* might display their readiness to sacrifice themselves for the Republic and find, if not any material advantage, at least the pleasant sense of their own importance. They have overrun the country, spying, accusing, arresting."

This writer adds that the banishment of independent judges to Goa, the outcry in the Radical press when a Royalist prisoner is acquitted, the punishment of thirty parish priests of Lisbon for signing an address of sympathy with their banished Patriarch, are "a few signs out of many of a narrow inquisitorial spirit from which it is idle to expect any greatness or prosperity to come."

## CHINA'S INTEGRITY IN DANGER

AS THE JAPANESE press awaken to the serious nature of what they regard as Russian designs upon Mongolia they seem to realize that the territorial integrity of China is in grave danger. This apprehension grows stronger as they perceive that England can no longer be looked upon as the champion of the *status quo* in China. While the majority of the Japanese editors still hesitate openly to challenge Great Britain, there are such influential journals as the Tokyo *Nichi-nichi* and the Osaka *Mai-nichi* which voice in no uncertain terms their distrust of Japan's Western ally. The Osaka *Mai-nichi*, in an editorial entitled "Is the Alliance Still in Force?" declares that the Anglo-Japanese pact virtually died when it was revised last year, for, in the Osaka journal's opinion, the treaty of alliance, in its revised form, gives no guaranty for the preservation of China's territorial integrity. Moreover, the *Mai-nichi* places at England's door these serious charges:

"Our ally is no longer faithful to its profest principle of the preservation of the territorial integrity of China. She connives at, aye, she views with perfect equanimity, the Russian encroachments upon Mongolia, for she knows that the Russian absorption of Mongolia will furnish excuse for her doing the same thing in Tibet."

The Tokyo *Nichi-nichi*, reviewing the situation in Mongolia and Tibet, comes to the same conclusion as that reached by the Osaka *Mai-nichi*. Had the original spirit of the alliance been lived up to, it asserts, England, in conjunction with Japan, ought to have protested against the Russian measures in Outer Mongolia. But:

"England is rather inclined to approve of the steps which Russia is taking in Mongolia. The truth is that since the war with Russia Anglo-Russian relations have been growing closer, while our friendship with England has been cooling. This certainly is an unfortunate situation, yet we are confident that it was not engendered by any fault on our part. Our stand with regard to the tariff revision, which seems to have been one of the reasons for alienating British sympathy from us, was not in violation of justice and fairness. Again, the revision of the Alliance last year was made in such a manner as would serve British purposes, even at the sacrifice of our interests."

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Even the *Jiji*, whose editorial opinions are usually characterized by sanity and moderation, does not hesitate to urge that Japan must be prepared to shoulder the whole responsibility for the preservation of the territorial integrity of China, and it adds:

"Outer Mongolia occupies nine-tenths of the total area of the two Mongolias. As Inner and Outer Mongolia have an area of 1,367,600 square miles, the area of Outer Mongolia would be approximately 1,230,600 square miles. Should Russia absorb such a vast territory, the anti-foreign feeling always latent in the Chinese mind would inevitably find its vent even with such fury as was witnessed in the Boxer disturbance, throwing the whole country into chaos and anarchy. This Japan must prevent, even at the point of the bayonet."—*Translation made for* THE LITERARY DIGEST.

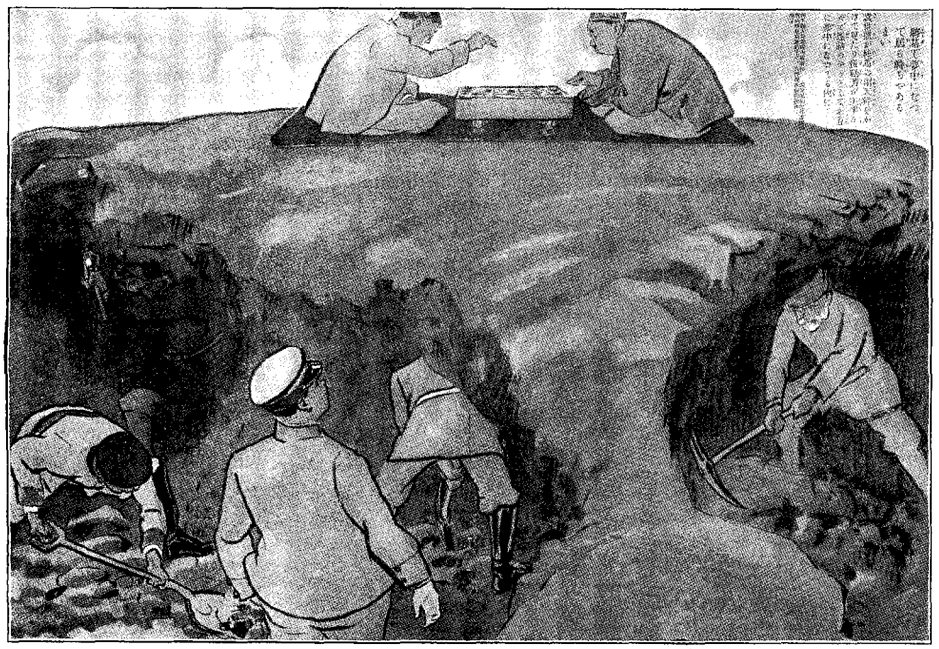
## GERMAN VIEW OF FOOD SCARCITY

WE USED TO BOAST that we could "feed the world"; now our food supply is running so low, and food prices are running so high, that our President thinks an international commission should look into the shortage and find some way to lure the prices back within reach. His idea is attracting notice all over the world. We recently noted the comment of the Japanese press on it; now the European papers are taking it up. France is the most exempt from the perils of famine, notes the London *Times*, because the French peasant cultivates every square foot of his lot, and is content to live largely on vegetables. The German, however, must have his sausage, and domestic pork is held at a fancy price because a high tariff bars out the American product. So even sausage becomes an extravagance, and Germany echoes our President's feeling that something must be done. Thus the *Hamburger Nachrichten* remarks:

"The special message of the President to Congress about an international inquiry into the causes of the high prices of all necessities of life has called forth a great deal of discussion in Germany, because nowhere else has the calamity been dealt with in such a heroic way by the authorities. When a few years ago the rise of prices for cereals became so marked that there was no likelihood of their ever returning to the old level, the salaries of the officials were raised correspondingly, and extra allowances granted to the lower grades of the civil service, tho special measures had to be taken to find the money for this new increase of expenditure. If Mr. Taft's committee of inquiry succeeded in finding means for checking a further enhancement, or, better, in bringing about a reduction, that would be a great boon for the financial situation of many a federal state in Germany.

THE CHINESE GODDESS OF LIBERTY.
—*Kladderadatsch* (Berlin).

"Indeed, the rapid rise of prices for all foods since the beginning of this century, but more especially during the last three years, is taking one's breath away. Even in the United States of America, where no importation of cereals is needed, wheat and Indian corn being even largely exported, the prices were in 1908 about 33 per cent. higher than the average of the last ten years of the nineteenth century; in 1910 the enhancement had reached already 64½ per cent. It is true that this movement was not quite so astounding in regard to other necessities of life, such as fish. But even there we find a rise of 20 per cent. in 1908, and 27.8 per cent. in 1910. These figures are certainly alarming."



WASTING TIME OVER THE CHESS-BOARD.
Yuan and Wu should have eyes about beside the chess-board! Can't they see those busy workers undermining the ground they sit on? —Tokyo *Puck*.

This writer thinks that we are witnessing a demonstration of the theoretical law of Malthus, who declared that the increase of population must sometime overtake the supply of food, producing famine unless the population were reduced by some radical means, such as war. He says:

"The situation seems to be of a more serious nature, because we are suddenly faced with a law of economic development for the whole world. It is, since the times of Malthus, one of the best-proved axioms of political economy, that after the occupation of all arable land an increase of production is only possible by investing incomparably more of capital and labor. Thereby the average cost of production is naturally enhanced and the

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cereals needed in the world's market will fetch higher prices, irrespective of all corners in one or the other specialty. Virgin soil is believed to be not available any more in the United States of America, and is getting scarce even in Canada and the Argentine. This state of things has not been felt so much for the last fifteen years, because its effect on raising the market price was counteracted by the drastic fall of the freight rate from 40 to 8 cents per bushel. It has now reached a minimum that allows no further reduction." — *Translation made for* THE LITERARY DIGEST.

## WHAT THE SOCIALISTS CAN NOT DO

JUST A SHADE of annoyance is felt by the Government of William II. at the conclusion hastily announced by newspapers in other countries that the Socialists are now in power in Germany, and will trim and prune the army and navy estimates to suit their plans for universal peace. Nothing could be farther from the truth, we are assured. Germany wishes it to be known that nothing which has happened can hinder her in carrying out her policy of foreign and imperialistic expansion. The Socialists are merely "the pack of hounds who are barking and jumping under the whip of the huntsman." We borrow this expression from an article in the *Soleil* (Paris), but the subject is pretty plainly handled in *The Continental Correspondence* (Berlin), which is issued from the German Foreign Office. This is its message:

"In the columns of several foreign papers we find conclusions drawn from the successful electioneering campaign of German Socialism that are in no way in accordance with the actual state of things. Some Japanese papers argue that German foreign policy will be greatly modified by the recent victory of Social Democracy, because this party is opposed to any augmentation of the armament, and to any aggressive policy. From Central America, too, we receive a warning that the home policy of Germany will be greatly changed in consideration of the large number of Social Democrats in the new Reichstag. Some of the papers in that part of the world have even been treated to the astonishing bit of news that out of respect for the republican persuasions of the Socialists, a number of German cities abstained from celebrating the Emperor's birthday a fortnight after the general elections.

"All these speculations prove how little the political affairs of the German Empire are understood in foreign lands."

THE SOCIALIST REICHSTAG.

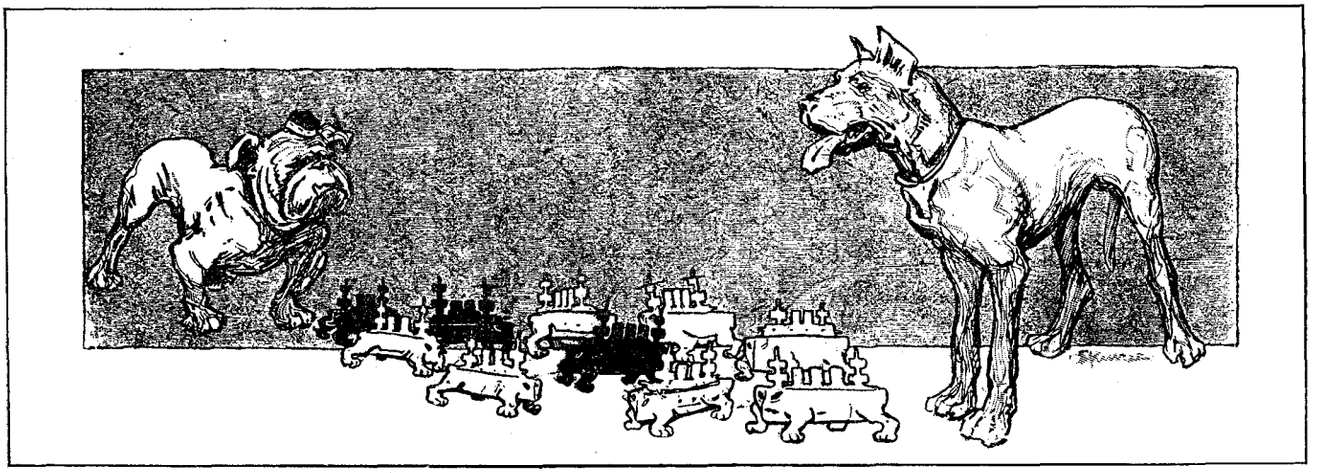
KAISER—"So this is your first child, Bethmann—well, it looks to me like a mighty poor specimen!" —*Simplicissimus* (Munich).

The writer proceeds to show that German armaments will go on increasing, and that the Kaiser is as popular as ever. In the Reichstag the Socialists form what chemists call an "inert" element in a prescription. They are no possible clogs on the wheel of Bethmann-Hollweg's policy, domestic or foreign. And we read of Socialism:

"It is by no means the hinge round which the political affairs of Germany will swing during the next five years. This is all the more sure because everybody knows that the number of Socialists in the Reichstag will be reduced from the largest among the parties to a medium one, if the Conservatives and Liberals make a common stand against them as they did in 1907. Thus it is clear that the Social Democrats would consider it a great disadvantage if by some unlikely chance the army and navy bills were negatived; for in that case the Reichstag would be dissolved, and at the new elections the Social Democrats would be nowhere, as always when national questions were laid before the country."

In rebuttal of the charge that Socialism has cut the claws of Germany, we are told that this is ridiculous because Germany had never shown any claws. But patriotic Germany, we are told, can carry in Parliament her bill for navy and army expenses in spite of the howls of Socialism. To quote:

"It is absurd to speak of Germany as now losing her aggressive character in consequence of Socialistic successes, since she never has had such a character. On the other hand, there is no ground for the supposition that the number of Social Democrats in her Parliament will be any hindrance to such strengthening of the German armament as is intended to enable the country to resist any attack from the outside. The army bills and the navy bills will be introduced in the new Reichstag with its 110 Socialists, exactly in the same shape as tho this party had secured only fifty or sixty seats. Even the most sanguine Socialists do not doubt that the bills for increasing the armament will be carried by large majorities. As there is even now a sure majority for an army and navy bill, why should the Government hesitate to ask leave to move them?"



COMPARING THEIR FAMILIES—THE ANGLO-GERMAN NAVAL RIVALRY.

—*Jugend* (Munich).

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A FLAW IN A RAIL SENT THIS TRAIN INTO THE RIVER.

# RAILS THAT CAN'T STAND THE STRAIN

RECENT RAILWAY ACCIDENTS caused by broken rails have revived the charge that the steel companies are furnishing poor material to the roads. On the other hand, it is suggested that the strength of the standard rail has not kept pace of late with the strain put on it by heavier and faster trains. In general, the lay press seems more exercised over the matter than the technical and scientific papers. Perhaps this is natural, as it is the public that suffers principally in wrecks. "It is time," says the New York *Tribune*, that "the truth was accurately determined about the cause of broken rails on railroads." No little stir has been made by the revelation that in the last ten years breaking rails have caused 2,059 accidents, with 106 deaths and 4,112 cases of personal injury. The debate between railroads and rail-makers, each blaming the other, thinks *The Tribune*, promises to be endless unless some public authority finds out where the truth lies. The New York *Evening Post* calls attention to the fact that the latest annual report of the Interstate Commerce Commission notes that accidents due to this cause have become "numerous and startling." Says *The Post:*

THE RAIL THAT DID IT.

"The rail-makers contend, in general, that present-day traffic is too heavy for a rail which used to serve all necessary purposes, and the Interstate Commission itself, in reporting on one accident of last year, suggested that 'possibly the maximum weight of power and rolling stock that can safely be used on rails of present-day manufacture has been reached, if, indeed, it has not been passed.' But against this explanation, the railways positively allege that the quality of rails turned out to-day is deteriorating, and the statement that yesterday's broken rail on the New York Central was not of the smaller weight, but was a 112-pound rail, the heaviest nowadays laid down, is of great significance.

"The vice-president of the Great Northern Railway, replying to the argument of the steel-manufacturers, lately made this public statement:

"'We have found this year that 68-pound rails laid down twelve or thirteen years ago are giving better service than 90-pound rails laid down two or three years ago, and this under exactly the same conditions of traffic.'"

This, however, is merely part of the debate whose promise of endlessness annoys *The Tribune*, as noted above. One of the few contributions of the technical press to the subject is an editorial in *The Metallurgical and Chemical Engineer*, asserting that, contrary to general impression, the average life of a rail is a long one. It says, as abstracted in *Engineering News* (New York, March 14):

"A very distorted impression obtains in many quarters as to the average life of a steel rail. Over a limited mileage, rails do wear out in a few years, but on an average they last a very long time. For strictly replacement purposes, the railroads have hardly yet reached an annual consumption of 1,000,000 tons a year, yet they have 360,000 miles of track.

"What is needed is a wide range of rail quality, at varying prices. All the rails should be made safe, which can be done by sacrificing a portion of the extreme of durability which has lately been sought by the unsafe method of increasing the carbon without heat treatment or other palliative. Then those which are subjected to heavy duty should be improved in wearing quality by methods which rail-makers can readily develop, when the railroad engineers place themselves in position to know how much they can afford to pay, in price per yard of rail.

"It is probable that the chemical specification is of much less account than the physical structure—the rail must be made physically sound, free from slag inclosures, etc. The great success of titanium treatment points in this direction, as the titanium acts chiefly as a purifier and only in special cases as an alloying element.

"The success of electric-furnace treatment would also rest to a large extent on an analogous basis; since the refining of the steel in a non-oxidizing atmosphere in the electric furnace would permit thorough removal of all gases, slag particles, etc. In this respect the results obtained this winter on northwestern lines with 5,000 tons of electric-steel rails (made from steel refined in the Heroult furnace) are significant, as there was not a single breakage of these rails, while there were some 200

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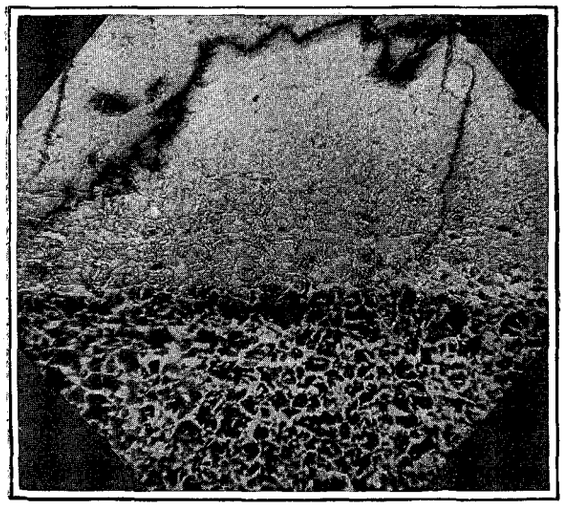
breaks of bessemer and open-hearth rails of the same weight and under the same kind of service on these lines."

Possibly the mystery of rail-breakage may be solved by some of the scientific investigators who have the matter, or some phase of it, in hand. Among these is F. Robin, of Paris, whose work is described in *The Scientific American Supplement* (New York, March 30). Some of Robin's results in his investigations of the wear of steel rails are important. He finds that:

"With ordinary French steel, the wear averages 1 millimeter (0.04 of an inch) for the passage of 100,000 trains over the rail. The surface of a rail in service becomes gradually hardened as the rail is flattened. The slowing down and stopping of trains have a special effect, apart from the flattening of the rail,



From "The Scientific American Supplement."

HOW THE CRACKS BEGIN.

*Longitudinal section of a steel rail, showing the natural metal below and the compacted and cracked metal above.*

causing a certain alteration of the surface of the metal. Parts which have been thus acted upon are very hard and show great resistance to wear, tho they also become rather brittle. As the result of this influence the rail tends to crack in a direction perpendicular to the axis of the rail, and the latter is apt to become ruptured. . . . . .

"One of our illustrations [above] is a reproduction of a micro-photograph showing the alteration in the structure of the rail near the surface. Note the approximately transverse cracks. The direction of the trains is from right to left. At the top is the altered zone, which has a structure different from that of the natural metal lying underneath, and the cracks in this part are plainly visible. . . . . .

"Microphotographic work of this kind is likely to shed much light on many disputed questions, for as yet there is a good deal of mystery and conflict of opinions surrounding some of the effects under consideration."

The transverse cracks in the rail thus described and illustrated are, according to the Commerce Commission's experts, especially dangerous, and their occurrence, which is growing more frequent, may necessitate a radical change in methods of manufacture. Says the New York *Sun:*

"It is the opinion among the Commission's experts that the rail generally described as 'broken' [in the accident to the Twentieth Century Limited] is one with a defect that has come to light only within the last few months, and to remedy which will require a change in the making of steel rails. The new defect is known as 'transverse fissure,' and is said to be more dangerous than a 'piped' or other defective rail in that its weakness can not be disclosed by test, and can only be developed by service.

"The Commission calls attention to this defect and expresses the opinion that an exhaustive investigation should be made at once of the entire subject with the object of securing steel rails free from this and other defects. The Commission suggests that Congress make an appropriation for the purpose, and that the investigation be undertaken by the Bureau of Standards."

## ON THE TRACK OF THE CANCER-GERM

IN SPITE of the frequent announcement in the newspapers of "cures" for cancer, the dreadful ravages of the disease continue. Medicine can scarcely claim to have conquered this type of malignant tumor so long as its cause is problematical. All attempts to isolate and to identify a pathogenic germ which could be shown to be responsible for cancer, have failed, altho it may be questioned whether the failure is due to the fact that cancer is not a "germ" disease, or simply to difficulties of technic. It is then a matter of interest to know that the plant disease called "crown gall," which afflicts roses, almonds, peaches, raspberries, grapes, and other plants, presents striking resemblances to cancerous growths in animal tissue, and that its micro-organic source has been discovered, isolated, and cultivated. The discoverer, Dr. Erwin F. Smith, has published in *Science* (New York) the results of researches upon the crown gall carried on by the United States Department of Agriculture. He finds that this disease has enough in common with animal tumors to warrant the belief that it may furnish the key which shall "unlock the whole cancer situation." He writes:

"In consideration of these discoveries many closed doors in cancer research must now be opened, and studies on the etiology of the disease must be done over with a view to finding a parasite within the cancer-cell, and separating it therefrom by an improved technic of isolation. . . . In cancer we have an enormous multiplication of certain tissues of the animal which, by continued growth, crush and disorganize the surrounding tissues. . . . The blood-vessels are not sufficiently numerous to nourish it properly, so that after a longer or shorter period (months or years), portions of it disorganize often into open wounds which are then readily infected by all sorts of secondary organisms, with all the well-known disastrous results. . . . [But the circumstance that] constitutes the peculiar malignancy of cancer is the tendency to form secondary growths in various parts of the body, including the vital organs, and it is this clearly recognized danger which in modern times has led to the universal recommendation on the part of competent physicians and surgeons of the early extirpation of suspicious growths, the hope being that the surgeon may be able to dissect out all the infected tissues and thus free the patient from the disease."

Now, one way of producing the secondary growths is by roots or strands sent out from the primary cancer. These bore through normal tissue until, at a greater or lesser distance, they develop secondary tumors. These tumor-strands Dr. Smith and his associates have found also in crown gall. For example:

"In the Paris daisy, when the primary tumor is on the stem, secondary tumors often develop on the leaves, and strands of tumor-tissue have been traced in numerous instances all the way from the primary tumors through the stem into the leaf, and all stages of the development of the secondary tumors observed on many plants. . . . From these strands and from these secondary tumors we have isolated the same micro-organism that occurs in the primary tumors and with subcultures from such bacterial colonies have reproduced the disease."

Just as striking is the observation that both in cancer and in crown gall the structure of the secondary tumor is the structure of the organ or tissue in which the primary lesion occurs. Thus Dr. Smith found that by inoculating the plant-stem he could produce stemlike structures in the secondarily infected leaves. Where the leaves were directly inoculated, the stem-tissue did not occur. Finally, the fate of the diseased tissues seems to be the same in the two diseases. The tissues, not being sufficiently supplied with blood-vessels, and composed of a great excess of soft and fleshy cells, are easily disorganized with the production of open wounds. One of the most brilliant parts of the work was the inoculation of brook trout by the micro-organism which causes the crown gall. Ulcers were obtained; and when one of these was shown to a distinguished research worker on cancer he said: "If we had this in man we should call it sarcoma."

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It was necessary to use a cold-blooded animal in the experiments because the maximal temperature of the bacterium used is lower than the blood-temperature of warm-blooded animals. After reciting the grave difficulties met in the attempt to discover and to isolate this germ, Dr. Smith concludes:

"Suppose we had in human cancer as its cause a micro-organism multiplying in small numbers within the cell, having a definite action on cell-nuclei, readily inhibited by its own by-products, losing virulence easily, passing quickly over into involution-forms which are difficult to stain, and which are so paralyzed that only a very small portion will grow at all, except from the very youngest cells, and these only after a considerable period of time has elapsed; and further, suppose that for their growth some very special technic of isolation, or some peculiar kind of culture-media were necessary, then we should have precisely the same difficult conditions of isolation and determination as have confronted us in case of this similar overgrowth of plants, and ample explanation of why expert animal pathologists have been unable to see the parasite in their sections, and unable to cultivate it on their culture-media, and, consequently, have very generally reached the conclusion that it does not exist. Granted the existence of such an organism, and we have a ready explanation for the growth of the cancer-cell in defiance of the physiological needs of the organism."

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DISEASES AS SAFETY-VALVES—It was formerly thought by physicians, and is still a wide-spread popular belief, that certain diseases, especially of the surface of the body, serve to relieve a morbid condition of the system, and that to cure them is often to invite the reappearance of the trouble in a less accessible part, possibly in the form of disease of the lungs or intestines. The up-to-date student of medicine is apt to scoff at such an idea, but a recent French writer, Dr. Pautrier, believes that in certain classes of cases it has an element of truth. Says a reviewer in the *Revue des Questions Scientifiques* (Louvain, Belgium, January 20):

"Many persons will remember seeing some old man bearing somewhere or other, preferably on the groin or elbow, a small ulcer voluntarily maintained—which he would not allow to heal for anything in the world, since it kept him, he would say, from being afflicted by other ills. These ideas are no longer held; of these remains of ancient medicine modern practitioners, following the school of Vienna, have made short work. Nevertheless, it may be asked whether we have altogether been right in this. Dr. Pautrier thinks not, and in a recent article he takes steps toward the partial rehabilitation of the old theory.

"To support his thesis he cites three personal examples. Two only, we believe, need be quoted: in the first asthma and bronchitis alternated with eczema; in the other, erythrodermy and pruritus were replaced, whenever treated, by congestion of the lungs and albuminuria. The author draws from these observations a practical conclusion which we entirely approve. He begins by arguing against pure specialism and demands that the specialist shall be a physician above all and always. For nearly always what must be principally treated, in cases like these, is not here the skin, there the eye, there an ear or a sore joint, but a defective general state. The specialist should thus be first of all a physician, like his brothers, and also be trained in his specialty, which is unfortunately not always the case.

"Must we then lend credence to this idea of an alternation of diseases? We believe that after an unjustifiable generalization made by the old pathology, we are undergoing a reaction that is itself exaggerated. And altho we may neither refuse in all cases to cure troubles of the skin, or venture to cure them all, there are certain cases, rare perhaps, but real, where we should understand how to abstain, like the old physicians, who were good observers and good clinicians. These cases occur principally, we think, where the skin disease is but the manifestation of a general defective state. To recognize and properly treat these cases the specialist will need all his medical knowledge, all his art."—*Translation made for* THE LITERARY DIGEST.

## FROTH AS A FIRE-KILLER

FROTH—a thick mass of tiny stiff bubbles—is the latest agency proposed for stifling fires, especially burning liquids like petroleum or alcohol, which have always been practically impossible to quench. The froth, which consists of bubbles filled with carbonic-acid gas, is made quickly, as needed, by the mixture of two liquids which are kept separate until used. One is a soda-lye containing froth-forming ingredients; the other is a solution of alum, etc. Both liquids, it is claimed, can be kept exposed to the atmosphere, and require only that the water lost by evaporation should be replenished. The solutions do not freeze until the thermometer has gone down to − 5 deg. Cent. (23 deg. Fahr.). In one of several tests described in *Engineering* (London), 15 tons of crude benzine were lighted in a tank, and produced enormous smoke clouds.

A RAIL WAS IMPERFECT.

"After the fire had lasted five minutes, the foam was turned on under two-atmosphere pressure. There being a strong wind, the violent agitation of the burning liquid by the foam-stream could be watched on the one side of the tank. The spreading foam-layer stifled the fire, but there remained, at first, some isolated flame jets, especially near the edge of the tank. In six minutes the fire was extinguished. Ten minutes later the liquid would at once relight when the foam had been swept away. The layer had a thickness of two inches five minutes after extinguishing the fire, which consumed nearly one ton of crude benzine. About 1,800 liters (475 gallons) of liquids had been used; some 4,000 liters (roughly 1,000 gallons) of foam must have been floating on the benzine immediately after extinction of the fire, and two-thirds of the original volume of the frothy liquid were lost owing to the use of the hose and the exposure of the foam to the air and flames. The experts concluded that the frothy liquid should be applied under small pressure, so that it may spread quietly without causing splashes and eddies which would rekindle the already stifled flames.

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The number and dimensions of the pipes and hose should be selected so as to insure a quiet discharge of the frothy liquid. . . .

"It would thus appear that huge oil and spirit fires can be dealt with by this system, with the aid of installations such as would not unduly complicate petroleum tank plants, oil and spirit stores, docks, etc. Some provision must be made for fire-extinction in all these cases, and the additional cost would probably be moderate."

## HOW ANIMALS DRESS THEMSELVES

EVERY CHILD who sees a cat licking her fur knows she is making her toilet, but few persons realize how universal this custom of attending to personal cleanliness seems to be among dumb creatures. Some spend more time upon it than others, and different creatures emphasize different parts of their duty in this regard—just as some men are particular about their shoes, and others about their hats—but nearly all appear to have an idea of what is tidy and proper. In an article contributed to *The Volta Review* (Washington, March), under the title that we use at the head of this article, Enfield Joiner writes as follows of some animal toilets:

"Most people suppose that when an animal wakes up in the morning it is all ready for the day's fun or the day's work, but in the case of most animals this is a mistake. They, too, have to dress themselves, and tho dressing for them consists only of some kind of a bath and of smoothing down and arranging their feathers and furs, a great many animals are not satisfied with themselves until they have done that. Some of them are very shy, and seek the loneliest spots early in the morning; others, like the pet dog and cat, will spend hours dressing themselves on the hearth-rug.

"Birds are perhaps the neatest members of the animal world. A great many birds must have a bath every day. Some birds use water and some use dirt, and some use both water and dirt. The bathers in water are very particular about the kind of water they use. Everybody who has ever watched a pet canary will remember how it would refuse to plunge in unless the water and the bath-tub were perfectly clean, and also how, when nobody seemed to be watching, it would first take its bath, arrange its feathers, and then eat the fresh seeds which had been given it for breakfast. Swallows and martins do not bathe every day, because the only water which they will use is fresh rain-water. Tame ducks, too, seem very fond of the rain-water. When a shower falls they ruffle up their feathers and let the rain soak in. Afterward they smooth themselves down carefully, using an oil which their bodies contain in order to get the perfectly smooth and even effect in dress which they desire. Wild ducks, which live by the salt sea, will fly long distances over the land to get fresh water for their bath.

"The birds which use earth baths are very careful about the kind of soil they use. Larks and sparrows choose fine, dry, gritty dust. They splash and flutter in it as other birds do in the water, and after they have finished they carefully dress their rumpled plumage with their bills. Partridges clean themselves in loam. They scratch out the dirt and shuffle backward in it until their feathers are full of it. Then they shake themselves, and when fully dressed are as clean and fresh as any lady stepping from a white-tiled bathroom. The barnyard hen bathes herself in much the same way, by wallowing and shaking herself in the dust."

Animals of the cat tribe, Mr. Joiner tells us, spend more time than any others at their toilets. In the jungle, lions and tigers use their fore feet, which they wet, for bath-sponges, and their tongues for combs, just as small kittens do. Rabbits and opossums also wash their faces with their feet. Dogs, too, dislike dirt. An experienced hunter has said that whenever his dogs fail to clean themselves on bushes or grass after a day's hunt, he knows that they are very tired. Dogs are especially particular in keeping their feet clean. The writer goes on to say:

"Almost everybody has seen a horse and cow in a field together taking turns licking each other. The general belief is that the two are great friends, and that that is their way of showing their love for each other. That is not altogether true. They may be friends, but they are merely helping each other dress. I know one horse and cow which have lived in the same lot for several years. The horse is a spoiled and petted creature. In some way she persuades the cow to clean her glossy coat for her, but she has never been seen doing anything for the cow.

"The daintier animals of the forest—the giraffe, the deer, the antelope—always assist each other. Mr. Cornish, an Englishman, tells about one giraffe in a zoo in London which, when put into the zoo, at once washed itself all over and made its coat glossy and bright everywhere except on its neck. As the weeks went by, the neck became several shades darker than the body, because the poor thing could not reach it with its tongue.

"The seal-skin is one of the most valuable of furs. So long as the seal wears its own coat, it keeps it in perfect condition by using a small comb fastened to its front 'flipper.'

"The larger insects, ants, and bees not only bathe themselves, but help each other. A wasp, tho, must depend on herself. A naturalist once smeared the wings and body of a wasp and of a bee with honey and set them free. Other bees at once came to the aid of their sister; but, altho others of her kind were flying all about, the poor wasp was left all alone in her misery. The naturalist had finally to put her into a bottle of water and cleanse her by shaking her about.

"Rats are considered very dirty, but so far as they themselves are concerned they are not. They wash and brush themselves like cats. Water-rats especially are very clean.

"The more we study about animals the more we come to see that they have human traits and habits. In this matter of neatness and cleanliness they could teach some persons a lesson."

## IMPROVEMENTS IN AEROPLANES

THE MOST EXTRAORDINARY point of aeroplane improvement during the past nine months, we are told by I. Ludlow in *The Scientific American Supplement* (New York), has been the universal adoption of nearly flat wing-surfaces. The 1911 model of the Blériot monoplane has wings that are warped but little, and those of his Gordon-Bennett racer are so flat that their curvature on the under side is barely perceptible. The experience of Blériot is typical of all. Deeply curved surfaces come into play only when an aeroplane which has small surfaces is volplaning. The theory that deep curvature is essential has been, in fact, discarded as powerful motors have come into use. There is now even a tendency to add a reverse curvature to the rear portion of the wings, just as the hull of a boat is rounded rather than square at the stern. Says Mr. Ludlow, in substance:

"The next remarkable development has been the placing of the center of thrust of the propeller in line with the leading edge of the wings. It is probable that this gives increased speed, as obviously a less proportion of air is thrown against the wings and fuselage. It is probable that this change also increases the natural stability of the monoplane, notwithstanding the fact that it raises the center of gravity. A high center of gravity has proved desirable in making turns. The best possible construction would place the hub of the propeller, the center of gravity, and the central longitudinal axis of the monoplane all on the same line.

"The rear tail has become flat and non-lifting. This has required a perfect balance of the main supporting surfaces. The tail has now acquired the function of the feathers of an arrow, *viz.*, to give a fixt direction to the line of flight. The fault of the small rear supporting surface with its angle of incidence lay in the fact that, with increased speed, the tail had a tendency to rise in a very lively manner and to threaten to upset the longitudinal equilibrium. Blériot placed a reverse curvature on the horizontal rudder of his seventy-horse-power monoplane; but it is obvious that, in thus curing the defect, the monoplane's head resistance was increased.

"The minimum area which the rear vertical rudder can be made has been found to be about nine square feet. In most cases it should be at least twelve square feet. In making a turn the inner wing of the aeroplane is deprest and there is a definite tendency for the deprest side to drop still further, and for the aeroplane to take a course which becomes increasingly spiral until it finally overturns. Warping the wings, or using the ailerons, will not restore the balance unless the deprest wing can be speeded up by changing the direction of flight. Under

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these conditions a rear vertical rudder of adequate size is essential for safety. Many an aeroplane has been wrecked in flight because of its failure in this particular.

"Breguet discovered that placing two small vertical surfaces about eighteen inches square in his biplane directly under the upper surface, one each at the next to the outer upright from either end, gave good results in holding a straight course, in preventing a sliding movement toward the deprest side when making a turn, and in affording a good fulcrum against which the leverage of the rear vertical rudder might work. Alec Ogilvie used a like device in his Wright biplane in the Gordon-Bennett contest; Grahame-White has adopted this improvement on several of his biplanes, and Curtiss makes use of two diamond-shaped vertical surfaces in his front control."

## DOES EVERYTHING GO BY JERKS?

DO ALL THE PROCESSES of the universe, which appear to go on smoothly and continuously, gliding from one state to another, really take place with a series of infinitesimal jerks? Does a ball, when thrown into the air, move with a series of tiny leaps so close together that they blend to the eye? This is precisely what takes place in a moving picture. Is nature, in this respect, one vast cinematograph? This would appear to be the result of a striking and almost revolutionary theory propounded first in Germany, but elucidated and extended in the *Revue Scientifique* (Paris, February 24) by Henri Poincaré, an eminent French physicist. According to this theory, energy consists of discontinuous portions just as matter does. There are "atoms" of energy as well as of matter, and possibly also "atoms" of time, causing all duration to be jerky instead of smooth, as it appears to be. Says Mr. Poincaré:

"Here is the profoundest revolution that natural philosophy has undergone since Newton. The genius of Newton saw clearly (or thought he saw, as we are now beginning to say) that the state of a moving system, or more generally that of the universe, can depend only on the state immediately preceding—that all variations in nature must take place continuously. . . . And it is this fundamental idea that is now in question; we are asking ourselves whether we must not introduce into natural laws discontinuities, not apparent, but essential."

This way of looking at things, Mr. Poincaré goes on to say, arose from a study of certain experimental facts that do not seem to square with the accepted theory of heat. For instance, according to this theory, the specific heats of solid bodies—the amounts of heat required to raise them one degree in temperature—should be the same for all temperatures. As a matter of fact, they are less at very low temperatures, as has been shown by experiments in liquid air or liquid hydrogen. In other words, at these low temperatures very little heat is required to warm a substance, compared with what is needed at ordinary or high temperatures. To explain this, Prof. Max Planck, of the University of Berlin, supposes that a radiating atom can gain or lose energy only by jumps. These atoms Planck compares to small resonators, like the sources of the electric waves used in wireless telegraphy. We read:

"Planck's hypothesis consists in supposing that each of these resonators can gain or lose energy only by sudden leaps, so that the stock of energy that it has must always be a multiple of a constant that he calls a *quantum*. It is, in fact, composed of a whole number of *quanta*. This indivisible unit, this *quantum*, is not the same for all resonators; it is in inverse ratio to the wave-length, so that resonators of short period can gain energy only by large quantities, while those of long period can absorb it or give it out in small bits. . . . The diminution of specific heats is thus explained: when the temperature falls, a very great number of vibrators fall below their *quantum* and do not vibrate, so that the total energy diminishes faster than in the old theories."

Here we have a kind of "atomic theory" of energy. Poincaré notes that the spirit of our time tends to atomism: the atomic theory of matter has long been accepted, and now we consider electricity as made up of "electrons" and magnetism, perhaps, of "magnetons," or atom of magnetism. Planck's *quanta* would be veritable "atoms of energy," were it not for one thing:

"Unfortunately the comparison may not be pushed to the limit. An atom of hydrogen, for instance, is really invariable; it always preserves the same mass, no matter what the compound in which it appears as an element; the electrons also preserve their individuality through the most various vicissitudes; is it the same with these 'atoms of energy'? We have, for instance, three *quanta* of energy in a resonator whose wave-length is three; this energy passes to a second resonator whose wave-length is five; it then represents no longer three, but five, *quanta*, since the *quantum* of the new resonator is smaller, and the number of atoms and the size of each have altered."

The *quanta* are not real atoms because they are of changeable size. Poincaré points out, however, that there is something, even in this case, that remains of the same size. It is what physicists call the "action"—the sum of the products obtained by multiplying the momentum of each moving element by the length of its part. Instead of variable "atoms of energy," we thus have invariable "atoms of action"—and Poincaré believes that we shall have ultimately to accept the "atom of time"—to recognize that time itself moves on, not smoothly, but in infinitesimal jerks. He says:

"A physical system is susceptible only of a finite number of distinct states; it leaps from one of these states to the next without passing through a series of intermediate states."

And this is his conclusion, in substance:

"The old theories, which had seemed to account for all known phenomena, have met an unexpected obstacle. A modification of them seems necessary, and a hypothesis has occurred to Planck, but so strange a one that we are tempted to seek every means of escaping it; we have so far sought in vain.

"It is impossible, for the moment, to foresee the final issue. Is discontinuity to reign throughout the physical universe, or shall we recognize that it is but apparent and hides a series of continuous processes? To try to-day to give an opinion on these questions would be to waste one's ink."—*Translation made for* THE LITERARY DIGEST.

HISTORY OF A FAMILIAR WORD—No word is more firmly established in various modern languages than the monosyllable "gas." Yet it is little more than two hundred years old and was made out of whole cloth by a chemist, very much as the trade-names of cameras and soda-crackers are manufactured to-day. This fact is recorded in our dictionaries, but will probably be new to many readers. The survival and adoption of this word into the literary tongue, not only in English but in French and other languages, forms a curious chapter in philological history, which is thus abstracted from the *Chemiker Zeitung* by *La Nature* (Paris):

"The word 'gas,' now so frequently and generally used, was invented in the seventeenth century by the Belgian chemist Van Helmont. What was its etymology? Opinions are divided; some derive the word from the Greek *chaos* or from the Sanskrit *akasha* (celestial ether). It is more simple and natural to conclude with Ramsay that the word comes from the German *geist* or from the Dutch *geest* (spirit). However this may be, the term invented by Van Helmont slept for long years in oblivion. It was not rediscovered until 1778, in the 'Chymical Dictionary' of our countryman Macquer. Lavoisier adopted it in his 'Elementary Treatise' (1789). The word had by that time been rendered popular by the discovery of the brothers Montgolfier; for by the name of 'gas' they designated the light substance used in the inflation of their aerostats. The name then extended throughout the entire world. It made its appearance in Germany. Adelung, the well-known publisher of dictionaries, mentions it but characterizes it as a barbarous expression, which he hopes to see soon replaced by another more proper. The wish of this purist has never been fulfilled!"—*Translation made for* THE LITERARY DIGEST.

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# THE MAN OF THE HOUR IN ENGLISH LETTERS

THAT THE saloon-world of New York's Sixth Avenue should be the kindergarten for the man who is figuring large in London's literary world is contrast enough to satisfy the most romantic. John Masefield is the one who came through this strange schooling. He was led into it by necessity rather than choice; but he made such good use of his powers of observation for learning humanity in the raw that the power of his work puts to naught the editorial prepossession that the public does not want to read of tragedy or sadness. Masefield has even made the public read with delight long narrative poems such as nobody supposed they would take to in this day.

His first narrative in verse was called "The Everlasting Mercy," and made its appearance in *The English Review*. A writer in the New York *Sun* speaks of it as recording "the grossest dissipations of a saloon habitué who, in the end, is converted by a Quakeress." A longer one still, appearing in the February issue of the same journal, is "The Widow in the Bye Street," giving "the story of a journeyman who kills a shepherd when catching him with a rather dissolute person he was courting." Masefield also wrote "The Tragedy of Nan," a drama produced by Mr. Granville Barker, which "ends with one ptomain-poisoning, one murder, and one suicide." Other dramas, like "The Campden Wonder" and "The Tragedy of Pompey the Great," show his power in dealing with the grim facts of life. But amid it all he is a poet of the highest order, which accounts probably for his vogue. "The bold mortal who in London of to-day would disclaim any acquaintance with anything Masefield ever wrote," says the *Sun* writer, "would incur ostracism, social and literary, as rigorous, as deadly, as a Bostonian would have incurred ten years ago had he shown hesitancy in quoting Henry James."

JOHN MASEFIELD.

From a portrait by William Strang in "The English Review."

He has made the public read with delight long narrative poems such as nobody supposed they would take to in this day.

Masefield is thirty-eight, and was born in Shropshire of English parents. He neglected school and ran away, beginning a long series of wander-years, one of which was spent in the Sixth Avenue saloon before mentioned. We read:

"He finally found himself stranded in New York at the beginning of a sultry summer. Two friends, in the same desperate straits, were at that time sharing a garret in Greenwich Village, where he joined them. For several days they lived on doughnuts and on the sandwiches of the free-lunch counters, while they tramped about the city looking for work. Masefield used to call at livery stables, little eating-houses, bucket-shops, factories, bakeries, and general stores, offering his services at rates which none might call exorbitant. Perhaps he seemed too boyish for employment, for he always looked very young, and perhaps people shunned him for the uncouthness of his appearance. He was burned to a dull brick-color by the sun, for he had passed two months as a common laborer on a farm. He wore the red shirt and the dungarees of the sailor, and an old slouch hat with a broken brim. Those to whom he applied for work were sometimes kind, sometimes rude. But whether they were rude or kind, they refused, one and all, to have anything to do with him.

"His friends fared as he fared, so that in ten days' time their condition was almost desperate. 'We reduced our expenses to tenpence a day among the three of us,' he wrote to a friend in London. 'We did our own washing and dried it out of the window. One of us slept each night on the floor upon a pile of newspapers, with a coat for a pillow. Once or twice a week we went to the Eighth Avenue pawnshops, or to a clothes-store in Bleecker Street, where we raised money on our gear, to enable us to buy tobacco or an occasional egg. Once we sallied out and sang songs in the street, but it came on to rain and we were all soaked through before the citizens had had time to get out an injunction.'

"They were living in this way when Masefield's good star sent him to the Colonial Hotel on Sixth Avenue, which has since been torn down. He was in the habit of going there at lunch-time, for those who bought a glass of beer at the bar were entitled to a free lunch and a sight of the papers."

The writer here draws upon Mr. Masefield's own narrative for details of this time. In one of his books of sketches, he writes:

"The proprietor, a small, pale man in a tweed suit, Panama hat, and tan boots, came over to me and began a conversation. 'Say,' he said, speaking slowly, 'do you want a good job?' I said I did. 'Well,' he said, 'I want you to help behind the bar here. Here's a dollar bill; go over to Lee's there an' have a hair-cut. I'll fix you up with aprons. I'll give you $10 a month and your board and room, and you kin start in right away.'

"When my hair had been clipt I returned to Luke O'Donnell, the hotel proprietor. He brought out a white jacket and an apron, bade me put them on, and then sent me behind the bar to clean glasses. There were two other bartenders, one named Johnny, a little merry man with a dark complexion; the other named John, an elderly stout man with a fat red head and a continual smile. My duties were to clean the glasses which these two artists filled for the thirsty. I, who was not an artist, and could not mix the subtle drinks in vogue, might only serve beer and cigars. If necessary, I had to take a tray laden with curious drinks to men living in the hotel or loafing at the bar-tables reading the papers.

"I had to see that the piping through which the beer ran to the taps was kept packed in ice. I had to keep the bar ice-box filled from the cold-storage cellar. I had to keep the free-lunch counter supplied with food, such as pretzels, sliced Bologna sausage, sardines, salt beef, rye bread, and potato salad. Twice a week I had to take down the electric-light shades, which were of a pinky-blue porcelain, to wash them carefully with soap and water. My meals I ate with the proprietor's family at his flat some half a mile away. I slept in a garret in the hotel, right at the top, in a queer little room with an ant's nest in the wainscot."

After several months of his life with us, "which, from a

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financial point of view, were not very profitable, but which enlarged greatly his store of experience and broadened his views on life and the human animal," Masefield returned to England. One of his earlier friends, Mr. Jack B. Yeats, an artist and brother of the poet, "prevailed upon him to pause a little and to describe for the benefit of the public his adventures on sea and land."

"This led to some more or less regular hack work, which led to marriage, which led to more regular work, and the tramp settled down.

"Thirty-eight years old and the father of two children, he has probably recovered from his acute and seemingly chronic attacks of wanderlust. And strangely enough London is lionizing him. I say strangely, not because I disapprove of this sudden Masefield craze, but because he seems to be writing the very stuff which in the parlance of editorial chambers 'the public does not want.'"

John Galsworthy, whom we look upon as one of the men to count with to-day, "goes about proclaiming very frankly," we are told, "that John Masefield is the man of the hour (and the man of to-morrow, too) in poetry and in the play-writing craft." To return to the *Sun* writer:

"His gift of sympathy for the lowly, his perfect understanding of the toiler, makes him *persona grata* with the friends of labor. Conservatives can not suspect him as they do Shaw, Wells, and Galsworthy of encouraging dark schemes for the reshaping of present society. Masefield goes along taking snap-shots, but drawing no conclusions. His workers have their troubles, their tragedies, big and little, but they are not 'class conscious,' not one of them. *Jimmy* and his mother [in "The Widow in the Bye Street"] never bothered about political economy.

> So there was bacon then, at night, for supper,
> In Bye street there, where he and mother stay;
> And boots they had, not leaky in the upper,
> And room-rent ready on the settling day;
> And beer for poor old mother, worn and gray,
> And fire in frost; and in the widow's eyes
> It seemed the Lord had made earth paradise.
>
> And there they sat of evenings after dark
> Singing their song of 'Binger,' he and she,
> Her poor old cackle made the mongrels bark.
> And 'you sing "Binger," mother,' carols he;
> 'By crimes, but that's a good song, that her be';
> And then they slept there in the room they shared,
> And all the time fate had his end prepared.

"*Anna*, the village enchantress, soon breaks up this happy home. When her lover, *Shepherd Ern*, forsakes her for *Bessie*, the gipsy, she entices *Jimmy* away from his mother. *Jimmy* no longer brings his pay home. He buys silver trinkets for his fair lady, until one night, watching jealously her house, he surprizes her with *Shepherd Ern*. With a plow-bat *Jimmy* lays his rival low. And then they hang him. And the old widowed mother:

> She tottered home, back to the little room,
> It was all over for her but for life;
> She drew the blinds and trembled in the gloom.

"And slowly sorrow obliterates all thought from her grieving mind.

> And sometimes she will walk the cindery mile
> Singing, as she and Jimmy used to do.
> And in the sunny dawns of hot Julys
> The laborers going to meadow see her there. . . .
> Dully they watch her, then they turn to go
> To that high Shropshire upland of late hay.
> Her singing lingers with them as they mow,
> And many times they try it, now grave, now gay,
> Till, with full throat, over the hills away,
> They lift it clear; O very clear it towers,
> Mixt with the swish of many falling flowers.

"English writers of to-day could be thus far classified rather simply. On one side those who draw upon their imagination and upon the romance of the past; on the other side, the social philosophers who photograph modern conditions with more or less dispassionate fidelity. Under neither of these heads could we fittingly catalog Masefield. Masefield seems to be mostly Masefield. Hence perhaps his sudden jump into fame. Four years have done it, for his first book did not see the light of print until 1908."

## WESTERN BLIGHT ON JAPANESE ART

JAPANESE ART suffers from "nervous debility," declares the Japanese poet, Yone Noguchi. This is the verdict he has to pronounce on the annual Government exhibition of Japanese art which opened last November. We have heard his voice on a number of themes of late, and there has always seemed a note of regret in it for the passing of the old Japan. Tho he spent so many years among scenes of the Western world, he appears to wish to repel all influences on his country from these sources. Japanese life, as well as art, he declares, "suffers from nervous debility as a result of the wholesale Western invasion, under which we have become spiritual gipsies, losing our own homes." In the New York *Nation* we read his melancholy protests:

"My mind recalls this moment a certain clever English critic, who said it was life that imitated art; but here it is the art following after the life of modern Japan, vain, shallow, imitative, and thoughtless, which makes us pessimistic. The best possible course art can follow in the time of its nervous debility might be that of imitation; I know, of course, there is a moment even for imitation, when it almost becomes creation. The question is how you imitate. And what does the Japanese art imitate? What it imitates is the Western art as the life here copies the civilization beyond the seas. When it tells something, I thank God, it is from its sad failure; indeed, the present Japanese art is a lost art, since it explains nothing, alas, unlike the old art of idealistic exaltation, but the general condition of life. It is cast down from its high pedestal.

"I do not know exactly what simplicity means, when the word is used in connection with our old art; however, it is true we see a peculiar unity in it, which was cherished under the influence of India and China, and always helped to a classification and analysis of the means through which the artists worked. And the poverty of subjects was a strength for them; they valued workmanship, or the right use of material, rather than the material itself; instead of style and design, the intellect and atmosphere. They thought the means to be the only path to Heaven. But it was before the Western art had invaded Japan; that art told them of the end of art, and laughed at the indecision of esthetic judgment and uncertainty of realism of Japanese art. It said: 'It is true that you have some scent, but it is already faded; you have refinement, but it is not quite true to nature and too far away.' Indeed, it is almost sad to see the artists troubled by the Western influence which they accepted in spite of themselves; I can see in the present exhibition, or any other exhibition, that many of them have long ago lost their faith by spiritual calamity, and it is seldom to see them able to readjust their own minds under such a mingled tempest of Oriental and Occidental. Is it not, after all, merely a waste of energy? And how true it is with all the other phenomena of the present life, their Oriental retreat and Occidental rush."

The exhibition, he tells us, shows many pictures "which are the work of workmen bored, after the Western fashion, sometimes offensive, often over-strenuous, their personal vanity being too clear, as well as the loss of the humanity and love that always went with the better old art." He continues:

"You do not know what bad effect Millet, Corot, and others had upon the artists who thought their *genre* pictures quite adoptable; but they did not know, as it seems to me, that the real realism was not a matter of mere external aspect. It was the literature, I mean the novels, first, that cast away offhand the old ideals earned through sacrifice and pain, and even laughed wildly with De Maupassant and other 'Madmen' as if they thought nakedness was the happiest thing they had found out; well, that is not entirely bad as a protest or temporary change. When I say that the present Japanese art, too, is moved by such a tendency, I do not mean that it makes a kotow before the shrine of realism, but that it has sadly strayed from subjectivity, the only one citadel where the old Japanese art rose and fell; I wonder if it is not paying a too tremendous price only to gain a little objectivity of the West.

"This morning I was informed by the press that the four Government exhibition jurors of the old Japanese school had suddenly resigned, saying that their opinions and desire to preserve the time-honored art intact had been always insulted,

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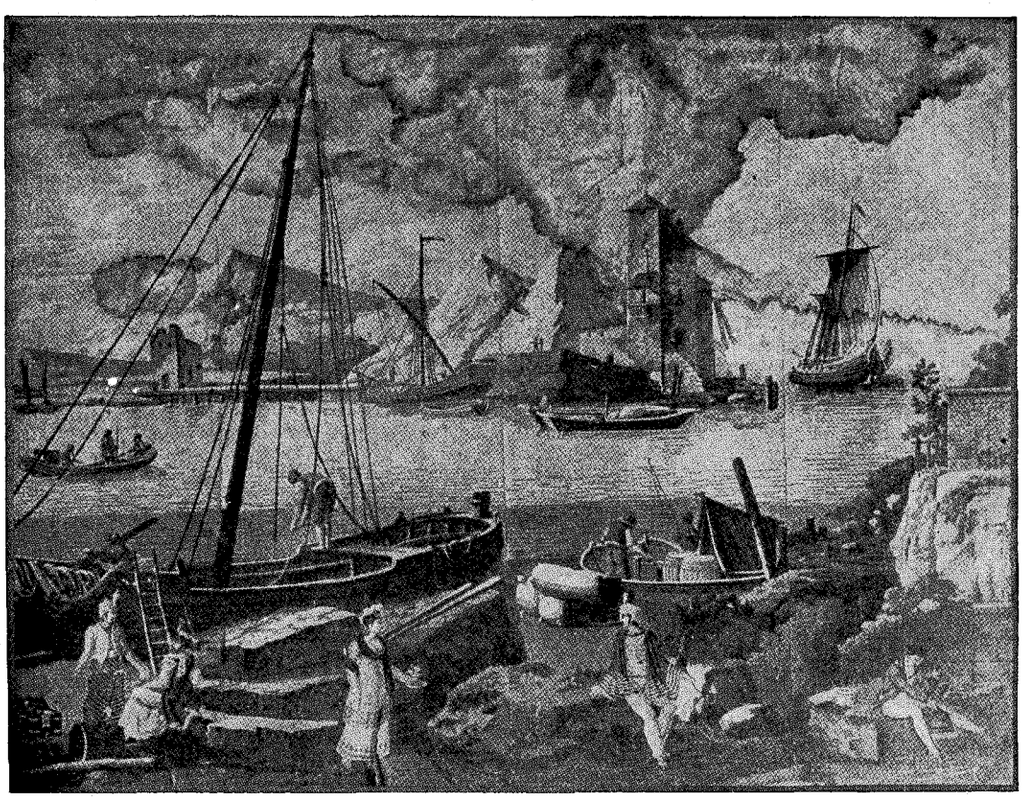
jeered, and laughed at by the other jurors of the Western imitation, who always outnumbered them. The resigning jurors published their proclamation to the effect that the real Japanese art was dying. I murmured to myself: 'This is the autumn of life and the country when the leaves and art are falling.' "

## THE PAPER TAPESTRIES OF OUR ANCESTORS

IN THE DAYS when landscape-painting was an art almost wholly undeveloped among our ancestors they were not, however, without its substitute. Instead of a little canvas enclosed in a frame, they covered the wall with a pictorial wall-paper that would make our modern "interior decorators" who plead for "low tones" and "harmonies" die on the spot. Pictures that seem to reach out and hit you from the four sides of a room of even moderate size were eagerly imported and cheerfully added to the home decoration, some of which in unchangeable New England are preserved to this day. Such wall-papers, we are informed by Winifred Fales in *American Homes and Gardens* (New York), are to be found in the old Lee mansion in Marblehead, Mass., and in the Perry house in Newburyport, as well as elsewhere. "All these papers are apparently as fresh as in the days when Lafayette was entertained" in the former mansion, "or when President Monroe and Andrew Jackson tasted of its hospitalities."

Of course the magnificent tapestries that our millionaires pay such enormous sums for now were the prototypes of these humbler wall decorations. But tapestries, even in their day, were not for all. The Spaniards in the day of Columbus used stamped and painted leather on the walls of their rooms. Then cheaper substitutes were made. England adopted paper hangings during the sixteenth century, and in the eighteenth they "were in extreme vogue." France naturally excelled England in their manufacture, and the specimens that we reproduce, with description by Miss Fales, are French. Thus:



LIVING WITH TELEMACHUS AND HIS ADVENTURES.

This paper substitute for gobelin tapestry adorns a house in Newburyport.

"One of the most exquisite of French papers is that which is shown in our illustrations from the old Knapp mansion in Newburyport, now owned and occupied as a summer home by Mrs. G. W. Perry. This house was built at about the same time as the Lee mansion, by a Revolutionary hero. The paper of which I write is of a later date, belonging to the first quarter of the nineteenth century. Similar paper is found in the hall of Andrew Jackson's residence, 'The Hermitage,' near Nashville, Tennessee. It is produced in wonderful shades of soft green, red, peacock-blue, and white—all apparently undimmed by time. It represents scenes from Fénelon's 'Adventures of Telemachus,' and was a favorite novelty in Paris in 1820. All the examples of this paper found in this country must have been imported from Paris at about that time, and were of artistic interest. While considering this subject, I could scarcely refrain from saying that herein lies one charm of these old-time papers. There was real meaning in them. They exprest distinct ideas. A single theme was elaborated to decorate a whole room.

"Thus there was a room hung with paper to illustrate the touching old mythological story of Cupid and Psyche. It adorned twelve different panels, and its manufacture required the use of fifteen hundred sets of blocks. It is but natural that decorations such as this should have produced a stronger effect upon the mind than that which we receive from a sage-green cartridge-paper, however useful the latter may be in serving as a background.

"Hunting-scenes imported from Antwerp were popular in the early days of the century lately past. An excellent example of these is still extant upon a wall in the Safford House in Salem. This house was built in 1818, and the hunting-scene was one of the original papers, so that we can approximate very closely to the time to which it belongs.

"Here the colors are still remarkably brilliant, the dark green of the forest throwing into fine relief the red coats of the huntsmen and the graceful pose of prancing steed and yelping hound.

"Another Salem house shows a fine example of the series of related pictures. One entire room is papered with different scenes from the adventures of Don Quixote. This paper lay in an attic, stored away in rolls, for forty years before it was hung. Hence it is in a perfect state of preservation. The coloring is in tones of brown upon a cream-white ground. I regret to state that all subjects chosen were neither so edifying nor so classical. I recall one French paper in sepia tones, which portrayed the scenes from the life-history of a French gallant of the eighteenth century. Here might be seen a quarrel over dice, an 'affair of honor,' a proposal of marriage, an elopement, and like interesting topics for representation. Each of these scenes was surrounded by rococo scrolls which seemed to form the connecting link in the series of adventures.

"The Olympic Games made a beautiful and impressive subject for pictorial paper. Not many specimens of this are to be found, and this is unfortunate, as the choice of subject and its execution combine to make this paper, perhaps, most artistic of all. The coloring is in tones of brown. Any of the paper which exists was imported from France before the year 1800. I have seen but one room papered with this—a parlor in Keene, New Hampshire, but I have heard of one other similar series."

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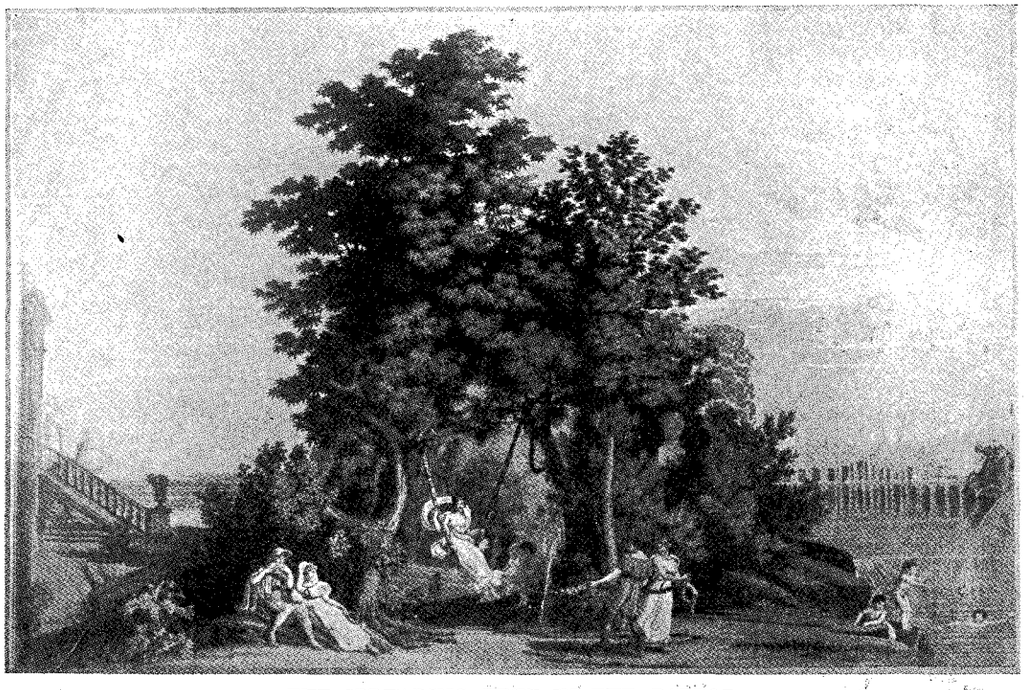
## A BOSTON OPERATIC MILESTONE

BOSTON seems to have passed its teething-period in opera and come out with good health and sound nerves and substantial hope for the future. Its third season has just closed, and it acknowledges having learned the lesson that "it must endow its opera-house if it would receive full and increasing pleasure from it." It has not gone so far as state subvention, but a citizens' committee have pledged a guaranty fund of $100,000; and opera is thus assured for three years, with expectations that "it may steadily advance in quality and range, in interest and prestige, in distinction of singers, repertory, and all the arts of the theater." What it has tried in the way of modernity of staging it not only looks upon as an ideal for future emulation, but proclaims as an example for older operatic communities. In the Boston *Transcript*, Mr. H. T. Parker takes a glance over the past six months' doings, with emphasis on the "new policies and new achievements of the ending season." We read:



THE SPREADING TREE IN THE PARLOR.

No indoor decorator would tolerate this as a wall-covering, but our forebears rejoiced to live among classic scenes.

"To fail to continue them would jeopardize the new prestige and interest that they have won for the House. Having made its venture with German scenery and lighting, it can not prudently return in its new productions and important revivals to the old settings and the old methods, admirable as they were in their kind. Having given its public, for a while, a conductor of the first rank, it must now lengthen his stay. Having laid the foundations of a German repertory, it must build upon them. Having established a French repertory, it must continue to develop it. Having whetted the taste of its audience for distinguished singers or for unusual personages—otherwise Mme. Maeterlinck—it must continue to gratify it. Having assured its public incessant variety of operatic pleasure, it can not lessen the diversity of the entertainment it proffers.

"True, it would be both more artistic and more economical to produce an opera with a fixt and rounded cast and in polished performance and then quickly send it once and twice around the subscription nights. A limited public and the American habit that insists upon incessant variety and endless change in its opera-houses, forbid these wise courses, increase expenditure, and hamper fulness of sustained accomplishment. Directors in Boston and elsewhere must take their public as they find it, wrestle with it, perhaps a little subdue it. In some halcyon operatic day, it ought to be possible here to send a new, a novel, or a revived opera twice around the subscription nights in a single season and to keep able and rounded casts unchanged. But habit is habit—even in the parquets and the boxes of opera-houses, while the American temperament there, as elsewhere, is restless, short-breathed, exacting.

"Already there are stimulating hints of what the new season will bring. Mr. Weingartner will certainly return to conduct, and for a longer stay than he made last winter. Mr. Marcoux, the most impressive and admired new singer of the year, will come back for many weeks. The company will hardly lack Mr. Zenatello next year. It is a safe prophecy that at least one opera by Wolf-Ferrari will be added to the repertory, probably 'The Jewels of the Madonna.' Mr. Weingartner, departing, hinted at productions of 'Don Giovanni'—to bring Mozart into the Opera House—and of another of Wagner's music-dramas—not improbably 'Die Walküre.' Mr. Caplet is ambitious to add 'Louise' for another masterpiece to the French repertory. A revival of a neglected opera, neither too old nor too new, might match the good results of the revival of 'Mignon.' Interesting new singers, like Miss Hempel, are coming to America, and we are not unlikely to hear them. And so forth and so onward until the formal announcements of spring and autumn shall come."

Such outstanding personalities as Mr. Weingartner and Mme. Maeterlinck Boston had to itself; others perhaps greater it borrowed from New York; some few it invited to emerge from their growing obscurity, whither the stars grown dim in service know one and all that they are tending. It will be happy for them if they do not find their service to a young enterprise like Boston's questioned as some here are. Mr. Parker writes:

"Above operas, settings, chorus, orchestra, stage-management, and all the other forces and arts of a lyric theater, the principal singers most interest our public and make the test whereby it judges its satisfactions. Deservedly illustrious and keenly interesting singers have come from time to time, for more or less performances, to the Opera House. The list is creditably long and diversified: Mme. Tetrazzini, Miss Destinn, Miss Garden, Mme. Eames, Mme. Nordica, Mme. Calvé, Miss Marcel, Mme. Homer, Mme. Matzenauer, Mme. Gerville-Réache, Mr. Caruso, Mr. Urlus, Mr. Amato, Mr. Renaud, Mr. Göritz, Mr. Scotti, and Mr. Marcoux. Whether it was worth while to summon Mme. Nordica, Mme. Calvé, and Mme. Eames out of a preceding and a passing operatic generation is a question of policy about which there may reasonably be two opinions; but at best the public interest in them can only be the fitful interest of special performances, of new curiosity gratified, of old memories renewed. Singers past their prime, however eminent—and Mr. Scotti and Mr. Renaud also fall within that category—are not the stuff of which a young opera-house is upbuilded. Their appearances should be its diversions, its compliments along the way. . . . . .

"An opera-house that has advanced as fast and far in three years as has ours, is bound neither to go backward nor to stand still. It may be at the very turning-point of the achievement and the prestige that will establish it beyond question and peradventure as an opera-house of high artistic rank. Dependent as it is upon a limited public that it is steadily seeking to broaden, it must keep that public incessantly interested, stimulated, keen. At every opera-house in the world there are inevitably 'off nights' and perfunctory performances. The compensation, artistic and financial, lies in those that reach higher standards and kindle livelier interest."

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# RELIGION AND SOCIAL SERVICE

## THE GOSPEL IN THE TOMBS

IT WAS no "doleful sound" from the Tombs that Mr. A. Chester Mann heard when he visited that prison in New York City recently, but the voices of prisoners singing Christian hymns. As he went up the elevator and along the corridor to the Protestant chapel for his first visit to a Tombs Gospel Mission Sunday service, he could hear the very words they were singing. When he entered the room,

Courtesy of the New York "Observer."

THE CHAPLAIN AT A CELL-DOOR.

"If any man living is fitted, both by nature and grace, to counsel, love, admonish, and influence those on whom the law has laid its hand, that man is George Sanderson."

he met with two sudden surprizes, he tells us in the New York *Observer*. The first was the youth of the prisoners: scarcely one of them was over thirty-five, the majority were under thirty, many were not yet twenty. The second surprize was "the exquisite phrasing, the indescribable tenderness of the chaplain's prayer." It gript every heart, "every head was reverently bowed," many were weeping, secretly or openly. Then came a Bible-reading, a gospel solo, and a "brisk, bright talk" by a Salvation Army officer, "urging the prisoners when their trouble was through with to go back to their places in the outside world, determined by Christ's help to play the man." As the brigadier sat down, the Protestant chaplain, Mr. George Sanderson, rose. Referring to the "stirring gospel message" they had just heard, he asked his hearers what they were "going to do about it," and in a few brief sentences pointed out what an acceptance of "this conquering Christ" would mean to them. This "tremendously effective appeal" closed with a call for a show of hands, and in response, we are told, some forty hands were raised. Mr. Sanderson then said:

"Well, that's fine. Now some of you have raised your hands because others did; some of you under the impulse of this fleeting hour; some of you sincerely. Those of you who are of the latter, let me say that to-morrow morning I shall be on the galleries, and it will be my joy to talk and pray at any man's cell-door, and help any who may desire that help toward finding a Savior who can unravel these tangles of yours which you have gotten into such a hopeless knot. Just another thing before we sing our concluding hymn. If any man wants to write home and hasn't any money for postage, if he will give me the letter I will see that it is mailed. And that brings us to the end of our service."

A hymn and a brief prayer closed the meeting, but Mr. Mann has more to say of the Mission. The work was begun more than fifty years ago by a group of men and women who met on Sundays on one of the galleries of the old Tombs, to give the gospel to those in prison. In 1882 the mission was incorporated, and it is now cared for by a committee of Protestant ministers and laymen. The prisoners in the Tombs offer a better field for religious work than is found in penitentiaries and State prisons. As Mr. Sanderson explains it:

"These poor folks are not convicts, but prisoners. And more than two-thirds of them never get sentenced at all. Some make a plea of guilty and are released on parole; some are acquitted; some have given to them a suspended sentence. Not more than a third become convicts. So you see I have here a great crowd of men and women, in trouble, bowed down by it, ready for sympathy and counsel, and who will, in a very brief time after they pass out of the range of the influence of our work here, be back again in the world, free men and women. What better field is there in the world for an earnest, simple proclamation of salvation through Jesus Christ our Lord?"

This service, continues Mr. Mann, is to many of the prisoners "the one bright spot in their otherwise dreary prison experience." Further:

"The Protestant chapel is situated on the fifth floor of the prison. It is an airy, comfortable place and admirably adapted for its purpose. In it there assembles every Sunday morning a large congregation of men, women, and boys, who give quiet and respectful attention to the exercises. 'I have never had a vacant seat at service-time since coming here, six years ago,' Mr. Sanderson told me, and as I looked at this good man's kindly face, and heard his cheery, manly words of encouragement spoken that Sunday morning in the chapel, I did not marvel at all. . . . Attendance at chapel is not compulsory. Any man can stay away if he chooses. Yet the interest evinced in this weekly gathering is such that frequently there will be forty or fifty men standing with their backs against the wall, unable to obtain a seat.

"And what a congregation! Among them are bankers, university graduates, burglars, mechanics, yeggmen, pickpockets, murderers, servant-maids, and occasionally a millionaire or a clergyman. All are charged with crime—with a violation of the law—and altho, as I have already stated, most of them are destined to go free without further incarceration, yet as they assemble in the prison chapel, they are suspects and offenders against the common weal. Mr. Sanderson's inquiries among them elicits the fact that all, or nearly all, have received early religious training, but for one reason or another have alienated themselves from all good influences. And so it comes about that for many of this prison-chapel congregation it is the first time for many years that they have attended a religious service of any kind. But the attention to all that is said and done is remarkable. At the service I attended every man and woman present positively hung on the speaker's words, and drank in, with obvious avidity, the message of gospel song. And that was just an ordinary, normal service, differing not at all from those held on fifty-one other Sundays each year. . . . So, from year to year, this good, true man of God is ministering to men and women who must surely need his help. It is his highest joy to serve them, and in the name and spirit of the Christ he serves to bind up the broken-hearted and preach a gospel of spiritual deliverance 'to them that are bound.'"

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## A CHURCH THAT STAYS DOWN-TOWN

A CHICAGO CHURCH had a "down-town" problem which it met and solved in a way to preserve its local continuity. Wealthy members had moved away, the neighborhood becoming "distinctly commercial, the mart of the automobile-vender." What was left of a resident population were of that nondescript class of "roomers and boarders" of whom the church takes too little cognizance. "Trinity had either to ignore the conditions and move," or "recognize them, meet them, and stay to try and solve the problem." *The Churchman* (New York) tells how the rector, Rev. John McGann, has taken the latter course, putting special emphasis upon his Sunday evening services. Cards are widely distributed in the neighborhood, reading something like this:

> HOW TO SPEND YOUR SUNDAY EVENINGS
>
> (1) Take supper with us at 6.30 P.M. Price, 10 cents. The supper is hot and appetizing, with good coffee.
>
> (2) Before and after supper the second floor of the parish-house is at your disposal. A group of young people (or older people) will be happy to make your acquaintance. A reading-room and smoking-room, etc., are provided.
>
> (3) At 7.30 P.M. an organ recital of artistic merit is given next door in the church; followed by a service in which singing of familiar hymns is made a distinctive feature.
>
> COME NEXT SUNDAY AND YOU WILL COME EVERY SUNDAY!

The rector gives some of the results:

"The Sunday evening supper provides for one hundred people, and practically all of these attend service. In connection with this we are providing employment for a number of people. The evening congregation is the largest by actual count on the South Side. We have just installed two electric-light signs at a cost of $300—one on Michigan Avenue, with illuminated slides announcing the church services, and the other in front of the parish-house. At the evening service we use the Mission Hymnal, and a shortened form of Evening Prayer, printed on folders containing the psalms as well."

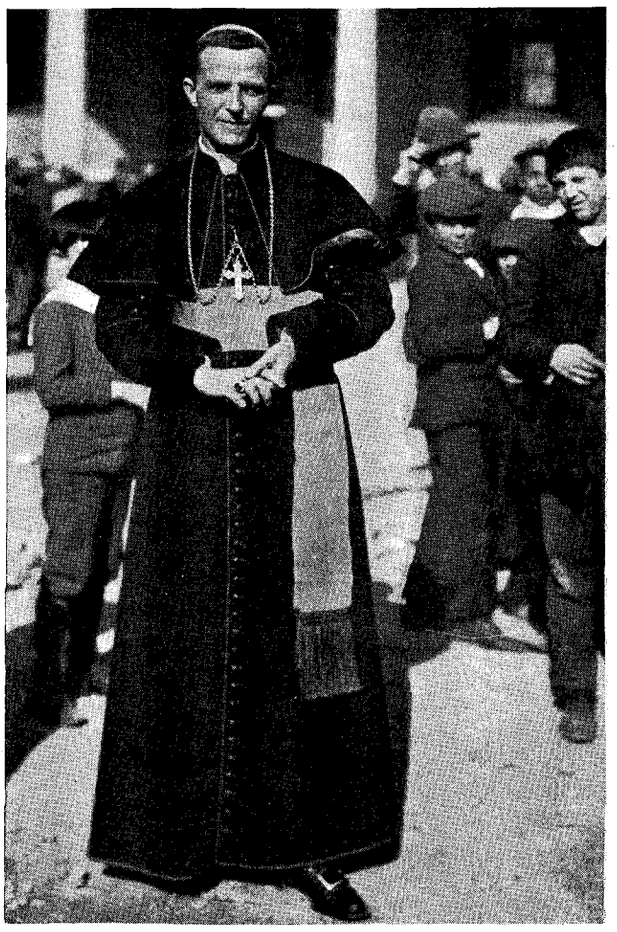
The social side is one of the most effective. "In the spirit of large faith and enterprise everything was done to minister to the new congregation by making the services as attractive as possible, and doing all that could be done to minister to social needs." The features of the work are given by *The Churchman* in these words:

"To turn now to the distinctly social side, to mention some of the attractions, there is a Sunday-school dancing-class on Monday; Boys' Club meeting, under the curate, the Rev. D. H. Weeks, Monday and Saturday; a club dancing-school on Wednesday, under the parish visitor, Miss Ethel Comstock; a children's gild and girls' gymnasium class on Saturday. But it is the Tuesday Evening Club which is attracting attention to Trinity, and has made her social work quite famous lately in Chicago. As the rector says, 'The Tuesday Evening Club is the center of neighborhood work.' Every Tuesday evening, unless notice is sent to the contrary, a dance is given on the first floor in a room 100 feet long by 27 feet wide. This room has a hardwood floor especially prepared for dancing. On the second floor are reception- and reading-rooms provided with current issues of thirty-five of the best magazines. A room for card games is also provided. Every other Tuesday a lecture or special entertainment is given for those who are not dancing. No fee is required for these entertainments. There is a registration fee of $1, and a small charge for dancing. At present there are one hundred and sixty paid members in the club, and about one hundred and fifty registered applications for membership. Plans for the summer months are under consideration. The ideal is to make the club cooperative, and every member is expected to lend his efforts toward success.

"Such is the work in outline at Trinity. Is not this the solution of most of the so-called problems of the down-town parish? So long as there are residents in any neighborhood, there should be a church with her services and social activities. It seems largely a matter of hard sense, adaptation, and, above all, love of the work."

## OFFICIAL CATHOLIC STATISTICS

SOME ENLARGEMENTS of the returns for our Catholic population upon those given in Dr. Carroll's annual statistical article appear in the 1912 edition of "The Official Catholic Directory." As we then printed from advance information, the Catholic population is reckoned at 15,015,569, counting only continental United States, our island possessions being omitted. An increase for the year is estimated at 396,808. *The Catholic Citizen* (Milwaukee) points out that the aggregate figure "does not deduct 15 per cent. for children and infants, as was done by the Government in its census of 1906–09, and which is invariably done by Protestant statisticians when quoting numbers of Catholics." This paper goes over the ground of the past ten years, and, by making comparisons with the figures printed in the 1902 Catholic Directory, shows the growth of the past decade:



THE NEW PAPAL LEGATE TO THE UNITED STATES.

Monsignor Jean Bowrano, Archbishop of Mytilene, photographed among the poor children of Rome.

"It is seen that the Catholic population at that time [1902] was 10,976,757, and compared with the present total of 15,015,569, a gain of 4,038,812 is recorded for the decade.

"Not only has there been a gain in the number of souls, but there has, also, been an increase in the number of Catholic clergymen, in the number of churches, schools, academies, and charitable institutions during the past year, and by referring to 'The Official Catholic Directory' for 1912 it is found that there are 17,491 Catholic priests in the United States. Of these, 12,996 are secular clergymen and 4,495 are members of religious orders. These figures show a gain of 407 priests.

"Four hundred and seventy-eight additional churches are recorded in the Kenedy publication [1912], and the general summary shows that at the beginning of this year there were 13,939 Catholic churches in America. Of these 13,939, nearly 10,000 have resident pastors, or, to be exact, 9,256 churches

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have resident priests, the other 4,683 being mission churches, that is, attended from neighboring parishes.

"There are at present fourteen archbishops in the United States, each of the fourteen archiepiscopal sees being occupied. Three are cardinal archbishops. In addition to these, there are two titular archbishops in the United States, both being retired Ordinaries. The Vicariate of Brownsville, Texas, is mourning the loss of its bishop. All told, there are 97 bishops in continental United States, some of these, of course, being coadjutor and auxiliary bishops. In addition there are two arch-abbots and fifteen abbots.

"Eighty-three seminaries are discovered in various parts of the country, and 6,006 students are preparing for the holy priesthood in these seminaries. There are 229 colleges for boys and 701 academies for girls, altho there are more students in the 229 colleges for boys than there are in the 701 academies for girls.

"One of the most interesting features of the Directory's table are the statistics for parochial schools. According to the Directory there are 5,119 parishes which have schools attached, with an attendance of 1,333,786. Over and above the parochial schools, there are 289 orphan asylums, in which 47,111 orphans are taken care of. At present there are under Catholic care in the United States 1,540,049 young people."

A table is given showing the relative order of the Catholic population in twenty-five States:

| | | | |
|---|---|---|---|
| 1. New York | 2,778,076 | 14. Texas | 300,917 |
| 2. Pennsylvania | 1,616,920 | 15. Iowa | 261,625 |
| 3. Illinois | 1,447,400 | 16. Maryland | 260,000 |
| 4. Massachusetts | 1,381,212 | 17. Rhode Island | 255,000 |
| 5. Ohio | 745,271 | 18. Indiana | 227,695 |
| 6. Louisiana | 583,000 | 19. Kentucky | 158,945 |
| 7. Wisconsin | 556,703 | 20. New Mexico | 140,573 |
| 8. Michigan | 554,320 | 21. Nebraska | 130,755 |
| 9. New Jersey | 502,000 | 22. New Hampshire | 126,034 |
| 10. Missouri | 455,000 | 23. Maine | 123,547 |
| 11. Minnesota | 447,280 | 24. Kansas | 121,000 |
| 12. Connecticut | 412,973 | 25. Colorado | 105,000 |
| 13. California | 399,500 | | |

## A PLAY THAT PREACHES PEACE

THE THEATER AUDIENCE that was shocked or subdued by Mr. Charles Rann Kennedy's play, "The Terrible Meek," didn't quite know why. The critics whom we reported a week or two ago told them it was because they heard characters from the Bible talking a cockney dialect and then saw before them a picture of the Crucifixion. It was bringing things into the theater that people didn't want to see there. Mr. Kennedy explains his purpose in an interview with Mr. Montrose J. Moses which *The Independent* (New York) publishes. His purpose as a playwright, we are told, is to make of the Bible a living thing. His earlier play, "The Servant in the House," was an effort to this end. "He interprets the Bible in terms of modern thought; and modern thought in terms of the Bible." Cockney, he thinks, is as good as any speech, since we don't read the New Testament in Greek. Being moved to present the Bible doctrine of peace, he asks if "the churches are preaching the gospel of peace in the spiritual rather than the doctrinal sense of the word." Answering:

"Verily, they are beginning to interpret Christ the Carpenter, the butchered Son of God, more and more in the realistic, first terms of his appearance—losing none of his divinity thereby—and less and less in terms of the stained-glass window. Not that there wasn't a beauty about the stained-glass window, but it was an exotic, other sort of beauty to be guarded against at all points lest it should pass into mere estheticism and sentimentality. The strong Son of God in the Gospels, the Man who knew he was one with the Father—the keen-witted, tender, ironic, even humorous and divinely pitiful Jew, who knew himself God walking on the earth—is coming back into this world, believe me.

"The Bible happens to be a living book, dealing with actual, not romantic persons—persons very much like you and me, our mothers, our sisters, our brothers. And I happen to be a dramatist. So, when I read the dialog of the Pharisees and Sadducees, I seem to have heard their tone of voice before, sometimes in cathedrals. I hear soldiers talking and behaving very much in the same accents, very much with the same bloodthirstiness, as they did over that little matter of the crown of thorns. I can still see common people hearing gladly the words of truth; I can still see the wealthy, the idle, the pleasure-loving invoking their religion for the committal of deeds of shame. I can still see empire-building blackening the face of the sky.

"That's why when I read my Bible, that's why when I wrote my play, 'The Terrible Meek,' my common soldier talks a kind of cockney; he was a cockney there in ancient Rome. That's why my centurion talks like any English gentleman; he was an English gentleman there in ancient Rome. That's why my Virgin cries out the wos of the mothers of modern workers in South Wales, in Westphalia, in Lawrence, Mass. And when I read my Bible I seem to see Christ not dead but risen, standing here now in our midst. I believe he has a message for the world to-day with respect to the peace agitation now going on. I am one of those who have declared that message. He made me declare it, Christ standing in our midst. Do you think I am going to make myself a liar before God and man by watering this down, by compromising doubt? Not if people know the stuff I'm made of."

Many effective instruments are being employed in the world, Mr. Kennedy admits, for the purpose of bringing about peace; but the primal necessity, he sees, as Ibsen saw it fifty years ago, is "a revolution in the spirit of man." This is a religious necessity, he declares; therefore "I took, not as an abstract, artistic choice, but with the full and fiery conviction of my soul, the central facts of the religion of our Christian civilization, in order to bring home the message I had declared." This is how he would have men's hearts change:

"By each individual man in the world who professes any kind of brotherly faith, willing away out of his soul forever, following it up by prayer and watchfulness, everything which makes for hate and bitterness against his brothers, especially the brothers of another nation. But this will not be enough. He must stem at its inception, by the same spiritual process, every rankling greed, every opportunity for commercial self-interest of the inordinate kind, hoping in his heart for the day when every kind will disappear. This is all so perfectly simple—such an obviously easy thing to do; and it is already practised so largely by the best elements in all communities, that it is a wonder to me respectable and clever people can not see it. Anyway, it is the meaning of their religion, and if they don't see it, let them proclaim themselves frankly as infidels, so that we may respect them. . . . . .

"Just at present the views of the self-interested little oligarchies ruling the nations, especially the so-called democratic ones, prevent the real opinions of the people from being exprest. But even here there is at last some sign of hope; whether this be the result of conviction or the dawning of a wholesome fear, I do not pretend to determine. But the light is coming, even in these unexpected places of the earth."

He next turns his attention to diplomats, whom he regards "the worst kind of business men." More:

"The horrible thing that has happened lately in the little oligarchies I have mentioned is the transformation of the old-fashioned diplomat into a shopkeeper. I suppose it is all part of the process whereby the old-fashioned gentleman gave place to the new-fashioned cad who still clings humorously to the noble title. . . . . .

"I mention this fact because I distinguish very clearly between the old-fashioned forms of nationalism, imperialism, and the rest of it, and the modern doctrines proclaimed in their name. In those old days, 'God Save the King,' the waving of bunting, and the name of God really did have some meaning, when employed at moments of national enthusiasm. To-day they produce nothing but an uncomfortable feeling among enlightened persons that sacred instincts are being rather blatantly employed by money-loving, country-dishonoring swindlers out for dividends. Surely it is about time that the real old-fashioned gentlemen of the world, if there be any left, which I doubt, should join with those very much more important people, the really alive men and women who are making things, to prevent the countries they are supposed to love becoming a field of carnage for the enrichment of a few ogres who have lost the image of God in their souls. And we might begin by inventing a new sort of diplomat, somebody who really believes in God, loves his fellows, and understands that common sense, rightly applied in the proper places, is worth volumes of erudition derived from the pages of Machiavelli."

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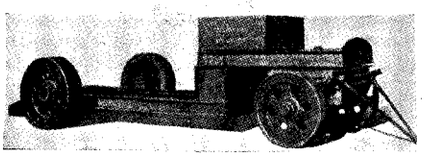
# MOTOR-TRUCKS AND MOTOR-CARS

## TRANSCONTINENTAL ROADS

WITHIN late years many tourists, professionals and others, have explored the western and far western country in search of the best routes across the continent. Elsewhere in this issue will be found a map showing the present accepted best routes for long trips westward from the Atlantic or eastward from the Pacific, with other routes leading north and south. These at present are the main traveled roads for long trips in the United States. Starting from New York tourists, as a rule, find it is best to go westward by way of Albany, Syracuse, Rochester, Buffalo, Cleveland, South Bend, and Chicago. Others, however, go southward and follow the old National Highway, or Cumberland Road, which connects Washington with the Ohio River. Still others, instead of going by way of Albany, Syracuse, and Rochester, find another excellent route in one which proceeds from Albany or Kingston to the headwaters of the Susquehanna, thence following that river to Binghamton and Elmira, and proceeding thence to Buffalo. A writer in *Motor Age* says that the real interest of a transcontinental trip "only begins on reaching Iowa," adding:



From "The Power Wagon."

AN ENGLISH TRAILER THAT CARRIES 17 TONS.

Used in transporting heavy machine parts on paved streets. Front wheels 3 feet in diameter, 7½ inches wide; rear wheels 3 feet 6 inches in diameter, 11 inches wide.

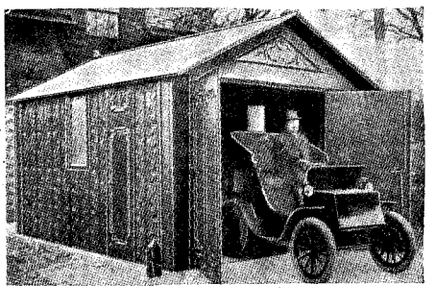
"Should the tourist go through Rockford and Davenport, Iowa's river-to-river road will be traversed. This road is well sign-boarded; no one will find it at all difficult to travel at night. The road through Nebraska traverses a section in which large farms abound. The towns are Schuyler, Grand Island, North Platte, Julesburg, and Sidney; then the Wyoming stretch passes through Cheyenne, Laramie, Rawlins, Granger, and Evanston. Thence continuing to San Francisco the route lies through Ogden, Terrace, Wells, Elko, Reno, and Sacramento. This central route is stated to be the most practical; while the Santa Fé is the most picturesque. Steep grades will be found in the Sierra Nevada Mountains, but they are not hard to negotiate."

For winter transcontinental travel the usual route is by the Southern highway which runs from Atlanta to Birmingham, Memphis, Little Rock, Dallas, El Paso, Phœnix, and San Francisco. The eastern part of this route from New York arose into prominence last year because of its use by the Glidden tour. It reaches Atlanta from New York by way of Philadelphia, Hagerstown, Winchester, Staunton, Roanoke, Charlotte, and Spartansburg. Of the famous early highways of the country the writer says:

"When Ohio was admitted to the Union the Buckeyes saw the necessity of having a road from the Atlantic Ocean to the Ohio River, and a certain per cent. of the proceeds of the sale of land in Ohio went to the construction of such a road, which was variously known as the National Turnpike, Cumberland Road, and National Highway. This road was commenced in 1806, and connected the District of Columbia with the Ohio River. Afterward it was extended to Indianapolis and Terre Haute, Ind., and at the present time includes Hagerstown, Cumberland, Wheeling, Columbus, Springfield, Cambridge City, Indianapolis, and Terre Haute on the old trail.

A DELIVERY TRUCK FOR BOTTLED BEER.

"The Santa Fé trail was the next road of any distance to be attempted. This was established in 1822 and extended from Independence, Mo., to Santa Fé, a distance of 780 miles, along the Arkansas River, thence across to the Cimarron, thence almost in a direct line to Wagon Mound, N. M., a conspicuous landmark, thence to Las Vegas, San Miguel, and Santa Fé. A State highway from St. Louis to Kansas City was built along the old Boone's Lick Road, and with the stretch through Illinois we have a connection with the National Highway, which, after leaving Terre Haute, now runs through Vandalia, St. Louis, Mexico, Independence, Kansas City, Emporia, Newton, Hutchinson, Dodge City, La Junta, Trinidad, Las Vegas, and Santa Fé, this last-named being the second oldest town in the United States, and charmingly picturesque. The remainder of the trip to Los Angeles is through Rincon, Tucson, Phœnix, and either Ehrenberg, East Riverside, and San Bernardino, or Yuma, San Diego, Oceanside, and Santa Ana."

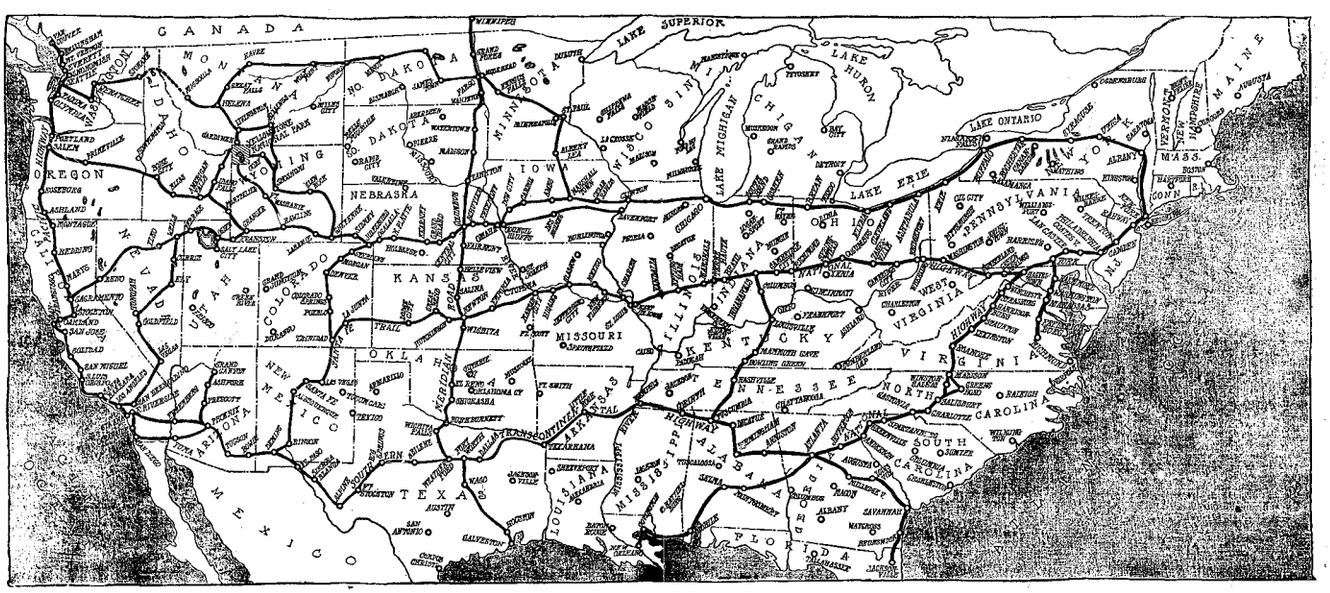


From "Motor Age."

A PORTABLE GARAGE MADE OF METAL.

Of a notable highway on "the coast" the writer says:

"The Pacific Highway extends from San Diego—rather Tia Juana—to Vancouver, B. C. It is another highway which has received wide attention and is very well posted with sign-boards between San Francisco and Los Angeles. This road extends from Tia Juana to San Diego, Santa Ana, Los Angeles, Santa Barbara, San Miguel,




From "Motor Age."

MAIN TRAVELED ROADS FOR TRANSCONTINENTAL TOURISTS.

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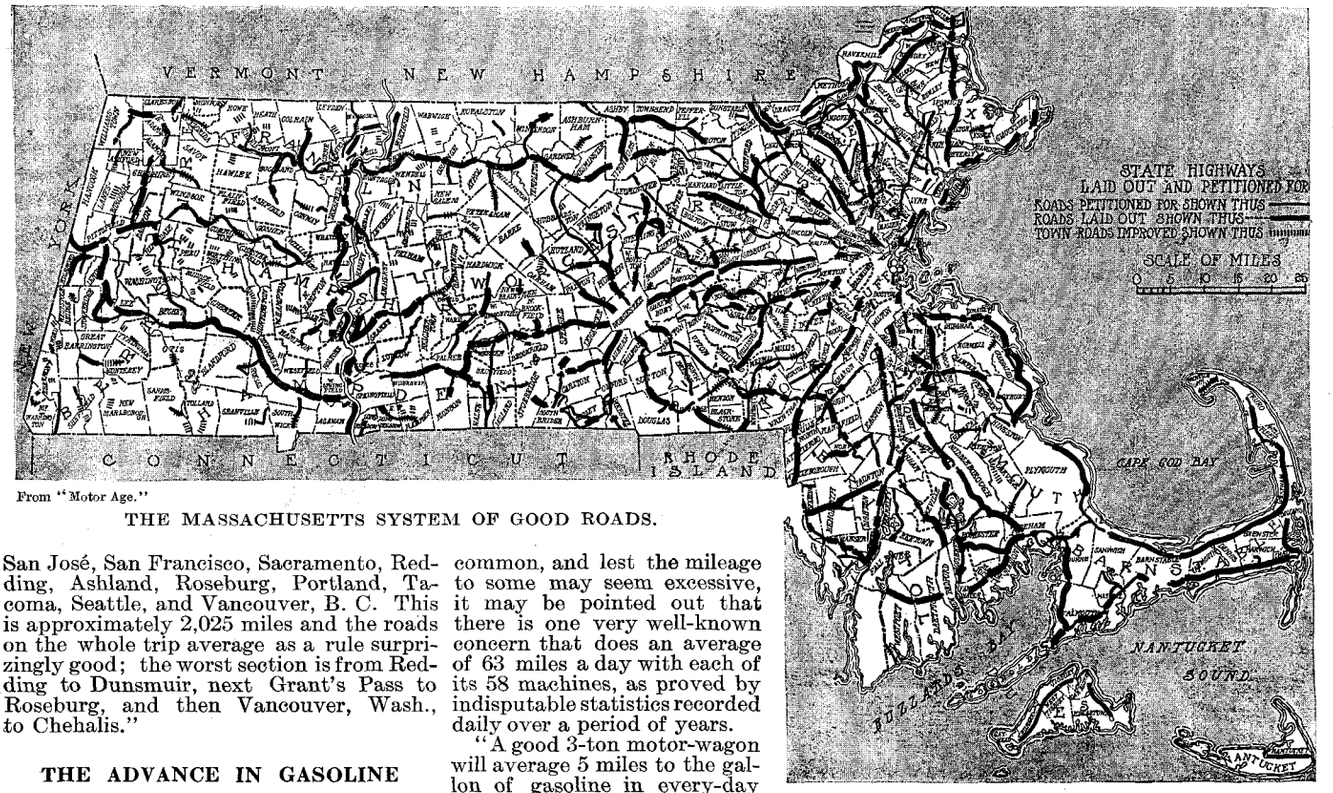



From "Motor Age."

THE MASSACHUSETTS SYSTEM OF GOOD ROADS.

San José, San Francisco, Sacramento, Redding, Ashland, Roseburg, Portland, Tacoma, Seattle, and Vancouver, B. C. This is approximately 2,025 miles and the roads on the whole trip average as a rule surprizingly good; the worst section is from Redding to Dunsmuir, next Grant's Pass to Roseburg, and then Vancouver, Wash., to Chehalis."

## THE ADVANCE IN GASOLINE

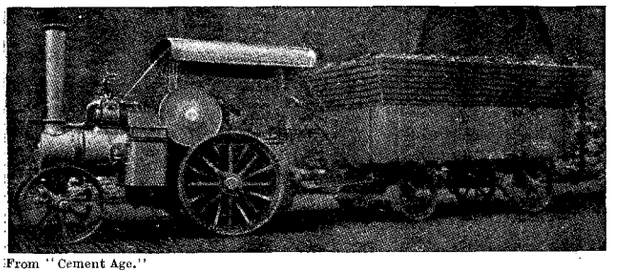
A further advance of one cent a gallon in gasoline was made at the end of February. The price now stands 3 cents higher than it was five months ago; it is now 12 cents and was then 9. Three years ago, however, the price was 12 cents. The recent advance is declared to be a consequence of the advance made in the price of crude oil. A writer in *The Power Wagon* remarks that, while to the small individual user the increase "is comparatively insignificant," in the aggregate it "assumes apparently alarming proportions":

"On the basis of gasoline consumption and vehicle mileage of motor-wagons in Chicago, a raise of one cent per gallon in the price of gasoline means an increase in operating cost of $1,500 a day for all of the users of motor-wagons in this country. If we count 300 working-days to the year, this means an added expense of $450,000 a year. For an increase of 3 cents a gallon—the difference between the price of 5 months ago and the present time—the yearly aggregate increased expenditure is $1,350,000.

"Of course this immense extra expense is borne by about 7,000 individual users. It will be more to the point, therefore, to consider a fleet of 50 machines having an average load capacity of 3 tons each and doing a daily average mileage of 50 miles per vehicle. Such fleets are not at all uncommon, and lest the mileage to some may seem excessive, it may be pointed out that there is one very well-known concern that does an average of 63 miles a day with each of its 58 machines, as proved by indisputable statistics recorded daily over a period of years.

"A good 3-ton motor-wagon will average 5 miles to the gallon of gasoline in every-day service on fairly good roads in a flat city like Chicago. This is in accord with our own observations and records. Such a machine, then, will consume 10 gallons a day under the conditions assumed, and 50 machines will use 500 gallons of gasoline a day. An increase of 3 cents a gallon in the price of gasoline means $15 a day for the fleet of 50 machines, or $4,500 a year."

The writer hardly thinks the increase will restrict the development of the motor-truck industry. In Great Britain the price has usually been about 50 per cent. higher than in this country. The ability of the motor-bus and -truck in the face of this fact to establish their places as good economy where gasoline costs from 16 to 18 cents a gallon seems to show that an increase to 12 cents in America is not likely in any marked degree to injure the industry. There seems, therefore, to be "plenty of margin left for the motor-wagon to beat the horse." The writer estimates that, if the price in London were cut down to what it is in New York, the motor-bus company of that city would save in the cost of fuel about $400,000 a year.



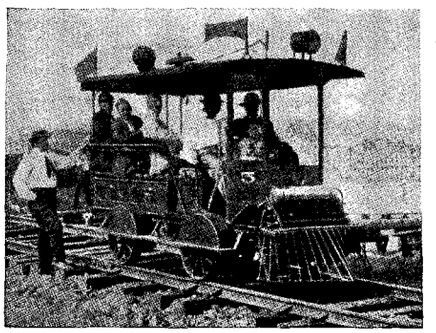
From "Cement Age."

TYPE OF TRACTOR IN USE IN EUROPE.

## GOOD ROADS IN MASSACHUSETTS

In illustration of the tribute which has been paid to Massachusetts as "the nation's schoolmaster in the art of road-building," *Motor Age* prints an article, fortified by statistics, showing what that State has done for roads in recent times. The value of the work has been so generally recognized that the reports and recommendations of the Highway Commission of Massachusetts have virtually served as text-books to commissions in other States.

Massachusetts was first among the States to begin the work of building good roads under State supervision. It has now constructed State highways making a total of 879 miles, the cost of which has been $8,013,359. In addition it has expended $481,583 on "connecting links" between main roads of the system. Independent of these outlays, large sums have been paid out by cities and towns for roads within their corporate limits. Besides constructing roads the State has undertaken to look after their up-keep. Down to December, 1911, more than 240 miles of roads had been cared for, while 308 miles had received one or more coats of oil or tar. Altogether it is believed that the total State expenditures for roads amounts to more than $11,000,000. If the amounts spent by cities on parks and streets, together with the amounts expended by counties and towns, were added to the State's expenditures, it is believed that the total would be in the neighborhood of $20,000,000. Besides the regular appropriations



From "Motor Age."

GASOLINE INSPECTION CAR USED IN PANAMA.

(*Continued on page* 762)

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# Ability to Make Speed With Comfort

makes Franklin Model D the fastest touring car over the road. It is the first in at the end of the day's run—and the occupants are not tired out.

## What you get in Model D

Two types, a five-passenger touring car or a four-passenger torpedo phaeton — six cylinders, thirty-eight horse-power.

Wheel base, 123 inches—ample room for comfort but easy to handle.

Full-elliptic springs and a wood frame —road shocks are absorbed.

Sheet aluminum body—light weight and will not rust, check or crack.

Tires 36" x 4½" front, 37" x 5" rear—larger than on any other car of this size.

Price, $3500 for either type.

## Light weight on large tires —low tire cost

Model D is the lightest car of its size —and uses extra large tires.

Tire service averages 8,000 to 10,000 miles per set. Tires last three to four times longer than on other cars—they are not overloaded.

An average of 3061 miles without a puncture is another record established by Franklin owners.

Tire cost is reduced two-thirds.

## An easy car to drive

To drive a Model D is a pleasure, without fatigue to the driver or the occupants.

So light weight and flexible it is easy to control.

Immediately responsive to the throttle it is quick on the get-away and easy to stop.

The motor does not have to move a heavy dead load—brakes do not have to overcome excessive momentum.

It is a safe, sane car to drive.

## Franklin air cooling a feature

Cooling is regulated by the fly wheel —a suction fan.

The faster the motor runs the greater the amount of air drawn around the cylinders.

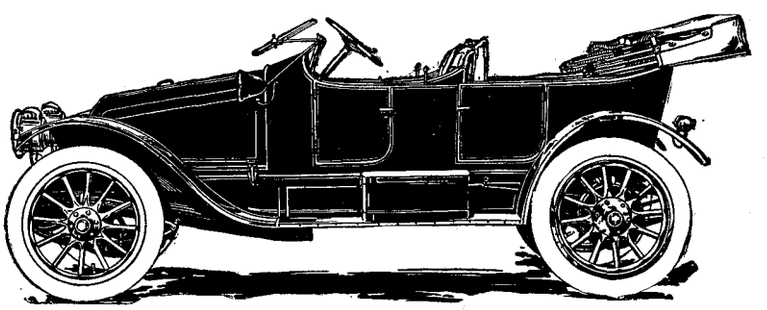
Cooling does not depend upon the forward rush of the car — nor on a supply of water—nor on outside temperature.

As long as the motor runs it must cool.

At high speed 2000 cubic feet of air pass over the cylinders every minute.

The heat is literally wiped away—the supply of cooling medium never gives out.

**Write for catalogue of all models**



FRANKLIN AUTOMOBILE COMPANY
Syracuse N Y

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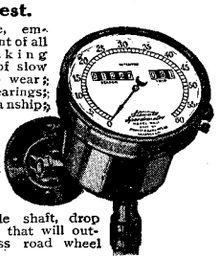
# A Stewart Speedometer

**adds immensely to the pleasure and safety of automobiling**

**The *Stewart* is the most efficient speed indicator manufactured. It never makes a mistake, never misses a second to the hour or an inch to the mile; others may cost more but they cannot do more. Four out every five speedometers in use are *Stewarts*. The plants that make the other 20 per cent haven't the same facilities; haven't the same production; so they can't manufacture as well or as cheaply. *Stewart* Speedometers are built the strongest and last the longest.**

Magnetic principle, employed in 85 per cent of all speedometers, making possible the use of slow moving parts; no wear; ball and jewel bearings; beautiful workmanship; remarkably accurate; 100,000-mile season odometer; 100-mile trip register, can be set back to any tenth of a mile; positive drive; no springs; unbreakable flexible shaft, drop forged swivel joint that will outwear car; noiseless road wheel gears.



**Speedometer Guaranteed for Five Years**

***Speedometers, $15 to $30***
***Rim Wind Clock Combinations, $45 to $70***

Write for handsome 1912 catalog telling you why in our big factory we can make the best speedometer at the lowest price. WRITE TODAY

**STEWART & CLARK MFG. CO.**
**1895 Diversey Boulevard, Chicago**
Detroit, Chicago, San Francisco, New York, Boston, Cleveland, Philadelphia, Kansas City, Los Angeles, Minneapolis, Indianapolis, London, Paris



## Have Your Own Steel Fireproof Garage

**Any Man Can Set It Up** **$72.50**

Have your own Garage—make sure no one is using your car without your knowledge. Save $25 to $35 monthly Garage charge. Save $50 to $100 cost of building by ordering

**Edwards Fireproof Steel Garage**

Shipped complete, F. O. B. Cincinnati, on receipt of $72.50. Any man can set it up, ready for use, in a few hours. Blue prints and simple directions come with shipment. Sizes come 10 feet wide, 14, 16, 18 or 20 feet long, 10 feet high. Ample room for largest car and all equipment. **Absolutely Fireproof, Weatherproof, Indestructible. Locks most securely.** An artistic structure any owner will be proud of. Booklet, with full description and illustration, sent on request. (65)

**EDWARDS MFG. CO., 642-682 Eggleston Ave., Cincinnati, Ohio.**


## MOTOR-TRUCKS AND CARS

(*Continued from page* 760)

the State turns over to the road fund the fees collected for registration, as well as the money from the fines imposed. Following is a table of expenditures and receipts from registrations and fines in the past five years:

| | 1907 | 1908 | 1909 | 1910 | 1911 |
|---|---|---|---|---|---|
| Roads laid out | 39.33 | 45. | 36.53 | 52.95 | 40.37 |
| Mileage completed | 47. | 38. | 30. | 44. | 42. |
| Total length State roads | 702. | 740. | 784. | 839.60 | 879.60 |
| Spent on construction | $467,943.50 | $471,790.10 | $351,700.47 | $440,948.26 | $405,578.96 |
| Maintenance, State appropriation | 106,188.58 | 147,282.92 | 247,984.59 | 214,561.45 | 200,000 |
| Repairs from motor funds | ..... | 82,628.09 | 154,131.01 | 303,627.03 | 300,000 |
| Motor-cars registered | 16,739 | 18,052 | 23,971 | 31,360 | 38,907 |
| Receipts from motor-vehicles | 92,091.50 | 121,488.50 | 169,973.54 | 374,038.25 | 477,417.95 |

Public interest in roads in Massachusetts dates back to the bicycle period. It was because of agitation by cyclists that the State was induced to take up seriously the highway problem by appointing a commission to consider it, with an appropriation of $300,000 to begin the work. The constructive era then begun has continued without interruption. The first work done was to improve small stretches here and there in various parts of the State. The foundations were thus laid for extensive lines of main traveled thoroughfares between large cities, mainly from east to west and connecting Worcester, Springfield, Pittsfield, and Lenox, with other lines going north and south. A map accompanying this article sets forth present conditions as to good roads in Massachusetts. The aim has always been so to apportion the work each year as to give as nearly as possible an equal distribution among counties. The entire original expense of the work is paid by the State, but the law provides that one-fourth of the outlay in each county shall be paid back to the State by that county within six years, including interest. Following are interesting details connected with the State operations:

"When the commission went to work it began a process of widening the main highways, until to-day they are fine examples of what roads should be. Grades were eliminated wherever possible, either by building around them or lowering them. A fine example of this is the famous Jacob's Ladder road so familiar to many motorists in Glidden tours, as well as many crossing the Bay State. Dangerous curves have been abolished when possible. Many concrete bridges have been built that are practically indestructible. The roadsides have been beautified. To keep the roads in good shape thousands of trees have been planted, and a man is appointed who does nothing but look after the forestry division of the highway department. These trees not only protect the roads from the sun in a measure, but they retain the moisture when it rains, and in other ways prove of value to maintaining the highways in proper condition. It is surprizing how trees protect the roads by preventing high winds from sweeping the covering off when the roads begin to wear. The moisture, too, aids in preventing the surface from drying up and being blown off. Maple, elm, oak, and pine are used in this order.

"So well has the construction-work progressed that practically the entire State has been surveyed, and the present commission knows just where to extend its lines so that the gaps between the complete routes may be filled in. Suggestions are made to cities and towns when it is time to go ahead with such work and the commission furnishes engineers to aid the small towns, also loans them road-rollers and stone-crushers, so that they get a real benefit of the highway work.

"The advent of the motor-car placed an entirely different aspect upon the highway building and maintenance in the Bay State. The commission found that instead of binding down the roads the rubber tires acted with a suction process that drew the top binding off the roads. Then came the problem of meeting this condition. No time was lost in getting to work. Experiments were made in different sections and thousands of dollars were expended to make headway against what seemed to spell destruction to all Bay State roads used by motor-cars. But persistence won. The park departments cooperated with the commission and ideas were exchanged until the commission to-day believes that it has been able to build roads that will withstand motor-traffic, and resurface others so that they will not break up. The problem is well in hand and there is little doubt but that the newer conditions imposed by the advent of the motor-cars will find the commission handling it so that the State will not be heavily burdened in the maintenance of the highways.

"The last of the $500,000 annual appropriations will be expended this year and the commission has put in a bill asking for $1,000,000 a year to carry on the work in future in order that much more may be accomplished. To go ahead at the present rate would take many years to finish the plan of State highways, for the total contemplated is about 1,700 or 1,800 miles, and there is only about half of that amount completed now after nearly a generation of work. It is felt that the rest should be done as speedily as possible, that the work of maintenance may be better taken care of by the State, which is eager to do it.

"In the last 5 years a little more than 175 miles of highways have been completed, so that, averaging between 40 and 50 miles a year, it would take between 15 and 20 years more to complete the highways planned by the great commonwealth of Massachusetts.

"That the roads have been a big asset to the State is admitted now universally. They have drawn motorists from all sections of the country here. Not alone that, these good roads have also been responsible for the big increase in the sale of motor-cars in New England, for without good roads the cars would not be half as attractive to their owners. The hotel men have profited a great deal and real estate has advanced in the suburbs of all the big cities. And with division engineers responsible now for the different sections, and men going over the roads on frequent tours of inspection, the State highways will not be allowed to deteriorate, for Col. W. D. Sohier and ex-Mayor Kemp, of Springfield, the present commissioners, are both very ardent believers in the propaganda of fine highways, and they have the backing of the motorists of Massachusetts."

(*Continued on page* 764)

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Overland

# Have You Seen this Magnificent 45 Horse-power Touring Car?

Wheel base, 115 inches; horse power, 45; Bosch magneto; tires, 34 x 4 inch, quick detachable; finish—Brewster green, ivory stripe, all bright parts nickel-plated; equipment—three black and nickel oil lamps, two black and nickel gas lamps with gas tank and horn. *Price, $1500.*

**IF not, do so quick! Waste no time—no words. Don't argue or ponder. Just see it. Don't ask the price until you have looked it over. Then give yourself a big surprise!**

**See the handsome rich finish—the dark Brewster green body, trimmed with heavy nickel plate—the long sweeping graceful fenders—the clean-cut pleasing lines—flush body—trim doors with inside handles—the big solid black lamps, nickel edged—the deeply cushioned leather seats—soft and comfortable as your easy chair. This gives you a faint idea of some of the comfort and beauty of the car. What is the price? $1500.**

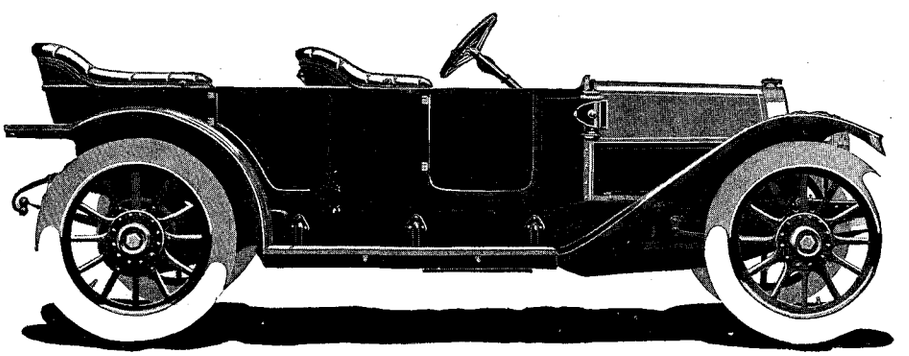
**There is not a car below $1800 that can touch it. Take some of the mechanical facts and features. The wheel base of 115 inches—the powerful 45 horse-power motor—the big wheels and tires—the full-floating rear axle—the fine F. & S. annular and famous Timken bearings used—the aluminum crank and gear casings—the Vanadium steel gears—the center control—Bosch magneto—the pressed steel frame with a double drop. Equipped with a self-starter—if you wish—only $20 extra.**

**Do you find these specifications in any other car selling at less than $1700 or $1800?**

**The average manufacturer must charge you more, for it costs him more to produce his car. Having the largest factory and the greatest facilities in the business we can give you for $1500 what most other makers *must* get $1800 for.**

**A comparison of cars will prove this statement. We don't ask you to take our word. Use your own judgment. Compare values and decide for yourself. Get the Overland dealer in your town on the phone to-day and make an appointment. Also send for one of our handsome catalogues, which gives you the whole detailed story. Please ask for book C24.**

## The Willys-Overland Company, Toledo, Ohio

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**Don't Blame Your Tires—Protect Them**

YOU need never have a puncture, blowout, cut—or any other tire trouble. You can ride on good roads and bad without ever the need for a single tire repair. You can get years' instead of months' wear from one set of tires.

You can save 90 per cent of your motor car upkeep costs. You can have every moment of motoring full of pleasure and free from worry. Just safeguard your tires with

**Standard Tire Protectors**

Quickly and easily applied to your car—no mechanical attachments—held firm and tight simply by inflation pressure. Sand or gravel cannot get between the Protector and the tire. Prices for 1912 are on an average of 20 per cent lower than heretofore, while the rubber and fabric, the only practical materials for tire protection, are of a newly improved wearing and resisting quality — almost like armor plate around your tire.

**Free Book on Tire Protection**

It explains the whole problem of tire protection—shows just how Standard Tire Protectors are the greatest motoring economy ever put into service. It illustrates both the smooth tread and our famous non-skid tread, giving you skidding protection in addition to tire protection, at one single cost. Write for this Free Book today.

**Dealers—** Our new scale of prices for 1912 includes larger discounts to you—large as, if not larger than on most any other automobile accessory. Advance orders show a five-times increase for this year in the demand for Standard Tire Protectors. Get your share of this business. Write us at once for New Price List and Discounts.

**Standard Tire Protector Co., 440 E. Market St., Akron, Ohio**

These trade-mark criss-cross lines on every package

**GLUTEN FLOUR DIET FOR DIABETICS**

and cases of

**Kidney and Liver Troubles, Rheumatism, Obesity**

*and ills arising from excess of Uric Acid*

Rich in Protein. Ask your physician. Leading grocers. For booklet or sample, write

**FARWELL & RHINES, Watertown, N.Y., U.S.A.**

**ALL METAL GARAGE!**

Fire-proof, storm-proof, vandal-proof. Easy to put up or take down. No wood! Made in rigid, **patented** perfect joining sections—steel frames covered with heavy corrugated rust resisting iron.

**THE GORDON PORTABLE**

is guaranteed rust-proof for 50 years! Cheaper than wood. Write *today* for special Garage Folder giving complete descriptions, sizes and prices.

DEALERS: Write for proposition

**The Gordon Mfg. Co., 40 Forest Ave., Middletown, Ohio**

Other styles of all metal portables for many purposes. Ask about them.


## MOTOR-TRUCKS AND CARS

(*Continued from page* 762)

### A GREAT YEAR FOR CARS

Papers devoted to motoring are commenting at length on the enormous growth in the automobile industry and the bright prospects for the present year. The basis of the comments on the growth is a report from the Chief Statistician of the Federal Government covering the decade from 1899 to 1909, in which no industry in the country came anywhere near showing a like increase. During this decade the percentage of increase for this industry was 5,148.6. The industry showing the next largest increase was copper, tin, and sheet-iron, where the gain was, however, only 155 per cent., after which came 13 industries that show an increase of over 100 per cent., these including cotton-seed oil, women's clothing, electrical apparatus, confectionery, illuminating and heating gas, distilled liquors, condensed milk, and knit goods.

A curious fact is that, while the increase in the automobile industry was 5,148.6 per cent., the increase in the number of wage-earners employed by the industry was only 3,278.9 per cent., an anomaly which is accounted for by the progress made in reducing the labor cost of manufacture through the use of improved machinery.

As a part of the statistician's report there is given a table showing the number of wage-earners employed in various classified industries, the amount of the products sent out, the percentage of increase, etc., part of which is given below, the same showing that the motor-car industry ranks twenty-second in importance as to the value of products:

## FOR A BETTER LAW IN NEW JERSEY

Late in March the two branches of the New Jersey Legislature passed a bill which is hailed by motorists as something of a breakdown in the barriers which heretofore have made that State to them virtually foreign territory. The opprobrious terms in which New Jersey has been spoken of by motorists, some of them bitter, others humorous, but all essentially sarcastic, are many, but will now, it may be hoped, become mainly obsolete. The bill is known as a reciprocity bill; having gone through both branches of the legislature it is believed to be unlikely that Governor Wilson will refuse to sign it. It grants to outsiders fifteen-day touring privileges. For such a period New York motorists and others operating on New Jersey roads, will become as free as Jerseymen have been on other roads than their own. Commenting on the long delay in securing the emancipation of foreign motorists in New Jersey, the Brooklyn *Eagle* says:

"There never was logic or sense in New Jersey's policy of insularity. Conceding for the sake of argument that the police power of a State could be so extended as to interfere with the use of highways by citizens of other States, a point which has not yet been passed upon by the United States Supreme Court, it was still silly for New Jersey to try to do anything of the sort. The argument that her roads were so much better than the roads of other States as to justify her plan was absurd. She has good roads, but she is not alone in that advantage.

"The men who own or drive automobiles are citizens of the State in which they dwell and citizens of the United States. The roads of their own country, of every State, should be as free to them as to the owners

(*Continued on page* 766)

| | Wage-Earners | | Value of Products | | Value Added by Manufacture | | Per Cent. of Increase | |
|---|---|---|---|---|---|---|---|---|
| | Average No. | Rank | Amount | Rank | Amount | Rank | Av. No. Wage-earners 1899 to 1909 | Value of Products 1899 to 1909 |
| All industries | 6,615,046 | .. | $20,672,052,000 | .. | $8,530,261,000 | .. | 40.4 | 81.2 |
| Slaughtering and meat-packing | 89,728 | 16 | 1,370,568,000 | 1 | 168,740,000 | 12 | 29.5 | 73.8 |
| Foundry and machine-shop products | 531,011 | 2 | 1,228,475,000 | 2 | 688,464,000 | 1 | 24.4 | 53.9 |
| Lumber and timber products | 695,019 | 1 | 1,156,129,000 | 3 | 648,011,000 | 2 | 36.6 | 51.9 |
| Iron and steel, steel-works and rolling-mills | 240,076 | 6 | 985,723,000 | 4 | 328,222,000 | 4 | 31.0 | 65.1 |
| Flour-mills and grist-mills products | 39,453 | 30 | 883,584,000 | 5 | 116,008,000 | 18 | 22.4 | 76.2 |
| Printing and publishing | 258,434 | 5 | 737,876,000 | 6 | 536,101,000 | 3 | 32.4 | 86.7 |
| Cotton goods, including cotton, small wares | 378,880 | 3 | 628,392,000 | 7 | 257,383,000 | 7 | 25.1 | 85.3 |
| Clothing, men's, including shirts | 239,696 | 7 | 568,077,000 | 8 | 270,562,000 | 6 | 52.1 | 75.4 |
| Boots and shoes, including cut stock and findings | 198,297 | 8 | 512,798,000 | 9 | 180,060,000 | 10 | 31.1 | 76.8 |
| Woolen, worsted, and felt goods, and wool hats | 168,722 | 9 | 435,979,000 | 10 | 153,101,000 | 15 | 29.1 | 75.2 |
| Tobacco manufacture | 166,810 | 10 | 416,695,000 | 11 | 239,509,000 | 8 | 25.9 | 58.0 |
| Car and general ship construction and repairs by steam-railroad companies | 282,174 | 4 | 405,601,000 | 12 | 206,188,000 | 9 | 62.5 | 86.0 |
| Bread and other bakery products | 100,216 | 14 | 396,865,000 | 13 | 158,831,000 | 14 | 66.5 | 126.3 |
| Iron and steel, blast-furnaces | 38,429 | 31 | 391,429,000 | 14 | 70,791,000 | 30 | 2.1 | 89.3 |
| Clothing, women's | 153,743 | 11 | 384,752,000 | 15 | 175,964,000 | 11 | 83.6 | 141.5 |
| Smelting and refining, copper | 15,628 | 38 | 378,806,000 | 16 | 45,274,000 | 36 | 38.0 | 129.4 |
| Liquors, malt | 54,579 | 25 | 374,730,000 | 17 | 278,134,000 | 5 | 38.3 | 58.2 |
| Leather, tanned, curried, and finished | 62,202 | 23 | 327,874,000 | 18 | 79,595,000 | 27 | 19.4 | 60.7 |
| Sugar and molasses, not including beet sugar | 13,526 | 41 | 279,249,000 | 19 | 31,666,000 | 41 | 4.3 | 16.5 |
| Butter, cheese, and condensed milk | 18,431 | 36 | 274,558,000 | 20 | 39,012,000 | 39 | 44.0 | 109.9 |
| Paper and wood-pulp | 89,492 | 17 | 267,657,000 | 21 | 102,215,000 | 21 | 53.0 | 110.2 |
| Motor-cars, including bodies and parts | 75,721 | 19 | 249,202,000 | 22 | 117,556,000 | 17 | 3,278.9 | 5,148.6 |
| Furniture and refrigerators | 128,452 | 13 | 239,887,000 | 23 | 131,112,000 | 16 | 41.8 | 83.6 |
| Petroleum-refining | 13,929 | 40 | 236,998,000 | 24 | 37,725,000 | 40 | 14.2 | 91.2 |
| Electrical machinery, apparatus, and supplies | 87,256 | 18 | 221,309,000 | 25 | 112,743,000 | 20 | 107.7 | 139.4 |
| Liquors, distilled | 6,430 | 43 | 204,699,000 | 26 | 168,722,000 | 13 | 72.8 | 111.5 |
| Hosiery and knit goods | 129,275 | 12 | 200,144,000 | 27 | 89,903,000 | 23 | 54.5 | 108.8 |
| Copper, tin, sheet-iron products | 73,615 | 20 | 199,824,000 | 28 | 87,242,000 | 25 | 92.1 | 155.0 |
| Smelting and refining, lead | 7,424 | 42 | 167,406,000 | 30 | 15,443,000 | 43 | 10.8 | 4.6 |
| Gas, illuminating and heating | 37,215 | 32 | 166,814,000 | 31 | 114,386,000 | 19 | 65.7 | 120.3 |
| Canning and preserving | 59,968 | 24 | 157,101,000 | 33 | 55,278,000 | 31 | 5.2 | 58.2 |
| Agricultural implements | 50,551 | 26 | 146,329,000 | 36 | 86,022,000 | 26 | 8.5 | 44.6 |
| Patent medicines and compounds and druggists' preparations | 22,895 | 35 | 141,942,000 | 37 | 91,556,000 | 22 | 20.3 | 59.9 |
| Confectionery | 44,638 | 27 | 134,796,000 | 38 | 53,645,000 | 32 | 66.2 | 122.3 |

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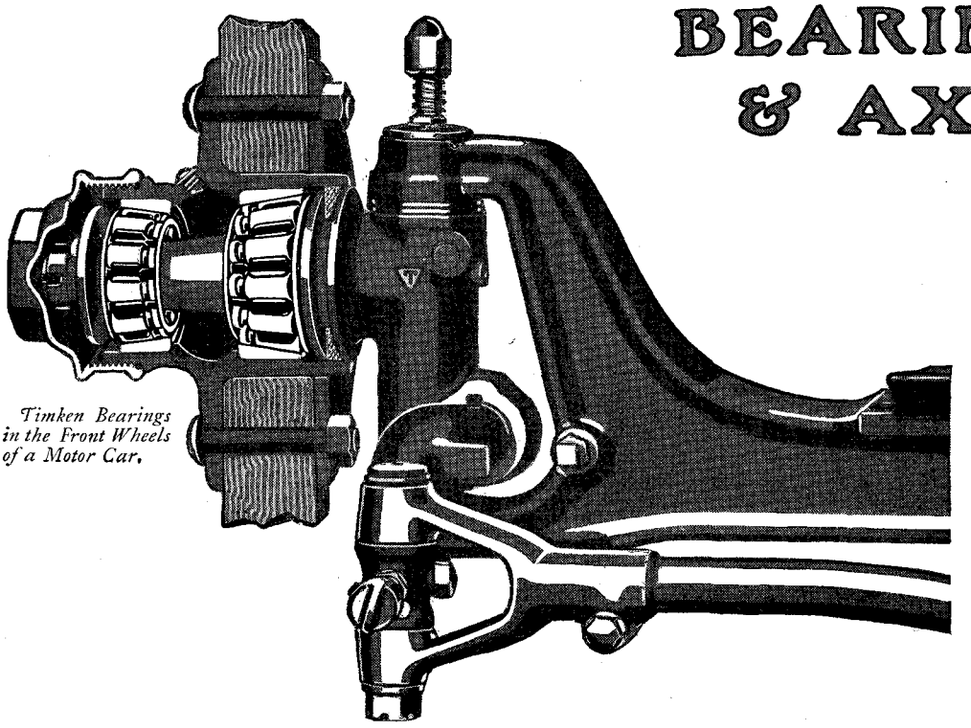
# TIMKEN BEARINGS & AXLES



*Timken Bearings in the Front Wheels of a Motor Car.*

**Right here—the point of hardest service—Timken Bearings proved the correctness of their principle and won their way to other uses.**

Do you know what your front-wheel bearings have to meet when your car rounds a corner?

The whole weight of the car and its load is suddenly and violently thrown toward the outside of the curve.

The front-wheel bearings get almost the whole of this tremendous pressure—called "end-thrust."

On a rough road the swerving and jolting of the wheels is practically constant.

Every stone, every rut, means a sledge hammer blow on the bearings—first one side, then the other.

Only bearings that can stand this end-thrust—Timken Tapered Roller Bearings—will do for front-wheel service.

### Timken Superiority Depends on Correct Principles

Timken Bearings have the greater strength—the greater capacity for hard service—because their tapered rollers carry the load along lines instead of on points as balls do.

They meet end-thrust as easily as weight—because they are set at an angle to the shaft.

No matter whether the force comes from above or from the side, it can never meet the roller end-on, it is always resisted by the long supporting area of contact.

Another great Timken Bearing advantage is resistance to wear.

Of course wear will come sometime—no bearing could be made that wouldn't wear.

But the Timken Bearing *can be adjusted to take up that wear* by advancing the cone into the cup.

### Timken-Detroit Axle Construction Completes Your Assurance of Safety and Satisfactory Driving

Because Timken policy overlooks *no* factor in safe and sure axle building.

The little things are there as well as the big.

We believe Timken alone has them all.

And that is why they are today meeting the test of actual service in thousands of cars of every type—pleasure and commercial.

THE TIMKEN ROLLER BEARING COMPANY
Canton, Ohio
THE TIMKEN-DETROIT AXLE COMPANY
Detroit, Mich

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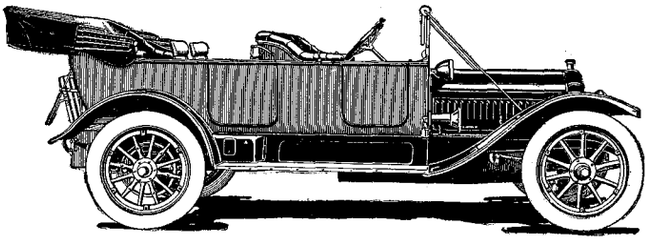
# WHITE MOTOR CARS

ELECTRICALLY STARTED AND LIGHTED



WHITE CARS are equipped with a starting system that cranks the motor easily and naturally. There are no valves to leak, no gears to engage, and no explosions in the cylinders while the pistons are stationary. The White starting system is one hundred per cent efficient. Moreover, the lights are operated by the same system that starts the engine. Logical, isn't it?

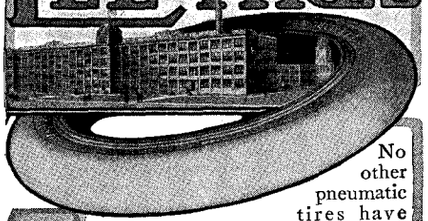
"THE CAR THAT MADE LONG STROKE FAMOUS"

The White Company

CLEVELAND

MANUFACTURERS OF
GASOLINE MOTOR CARS, TRUCKS AND TAXICABS

LEE TIRES



No other pneumatic tires have ever before made such a showing, under hard service, as have

LEE Puncture-Proof *Pneumatic* Tires

The latest report from one truck user—

**44 Lee Tires ran 254,668 miles—an average of 5788 miles per tire**

without puncture or renewal of inner-tubes. How unique Lee construction and best materials combine to give such service is explained by booklet L. Write for it, or call at

**OUR STORES:**

1628-30 Broadway, N. Y. CITY; 103 Massachusetts Ave., BOSTON; 225 North Broad St., Phila.; 620 So. Michigan Ave., CHICAGO; 1212 Woodward Ave., DETROIT

LEE TIRE & RUBBER CO.

CONSHOHOCKEN PA.

*J. Ellwood Lee, Pres.*

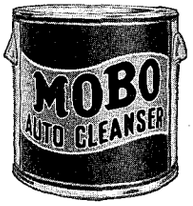
Smiles at Miles

## Mobo Removes dirt, protects the gloss

*Mobo* is the best automobile cleanser in the market. It's easily applied—plain water, a sponge, and a little action are all you need with it to get results.

*Mobo* takes off all the dirt and grease, and makes the car look like new. It brings out the "tone" of the paint and clarifies the "finish."

*It is a velvety soap that will preserve the lustre.*




*Will not dull or scratch the finest surface*

*Mobo* is a soap, a vegetable-oil compound. It is made of the best linseed oil.

If you use *Mobo* to clean your car, you can clean it as often as you desire. It will look brighter every time.

*Sold in small and large cans, in half barrels and barrels, by supply dealers*

JOHN T. STANLEY, *Maker of Fine Soaps*
650 West 30th Street New York City


## MOTOR-TRUCKS AND CARS

(*Continued from page* 764)

and drivers of horse-vehicles. Local taxation is another matter. A State has an unquestioned right to use its discretion in the raising of its income. So long as what it does impinges in no way on the rights of citizens of other States no complaint is reasonable."

*The Automobile*, before the bill was passed, printed an outline of it, as representing "the feeling of a certain faction in the legislature," and as a "supplement to the existing law." The bill really amounted to something of a compromise. It was passed after what is known as the Stickle Bill, having been passed by the Assembly by an overwhelming majority, was rejected by the Senate. The following are details as to what motorists get, taken from *The Automobile:*

"Free entry to the State for 15 days a year; providing the visitor makes application, describing his car and identifying it, and specifying what days he will use it within the State. Also he shall sign a power of attorney constituting the secretary of the State Highway Commission his legal representative to accept service in his name and behalf in any action or legal proceeding necessitated by the operation of the visiting car. All automobile fees and licenses are raised in price and seven classes are marked out, ranging from $2 for motor-cycles and small cars to $40 for cars of over 50 horse-power. Coupled with the horse power classes are a series of allowed weights, including the vehicle itself, ranging from 1,000 pounds to 6,500 pounds. Trucks and commercial vehicles are completely overlooked.

"The reciprocal feature is a wonder. Under Section 4, the Gaunt Bill provides: 'The State Highway Commission is hereby authorized and empowered to enter into reciprocal arrangements with the Highway Commission or other body of any other State having charge of the regulation of motor-vehicle traffic and of issuing of motor-vehicle licenses, for the purpose of providing a uniform and interchangeable system of registration and of identification; provided, however, such an arrangement shall not conflict with any existing law regarding the registration fees to be charged automobilists running on the highways in this State, nor any method of identification be adopted which in the opinion of the State Commission shall less efficiently identify motor-vehicles than do the methods now in use. The commission shall, however, have power under such circumstances to adopt such identification devices or supplementary identification devices as may be desirable or necessary either for more effectively identifying motor-vehicles or to provide more convenient and easily adjusted devices than are now in use.'

"Strange to say, Senator Gaunt is the owner of an automobile, and takes a pardonable pride in the fact that he has driven 16,000 miles and boasts that he got 8,000 miles from a single set of tires.

"He was asked about touring outside New Jersey, and replied that so far he had not attempted to do so. His position on reciprocity is that it would be unfair to New Jersey because, while the Pennsylvania motorists might enjoy the Jersey roads, the Jerseyman could not enjoy the Pennsylvania roads because, in addition to being poor, they were afflicted with relics of bygone days in the shape of toll-gates."

As to the effect which this law may have on the proposed Federal law, regulating automobiles in the whole country, a bill

(*Continued on page* 768)

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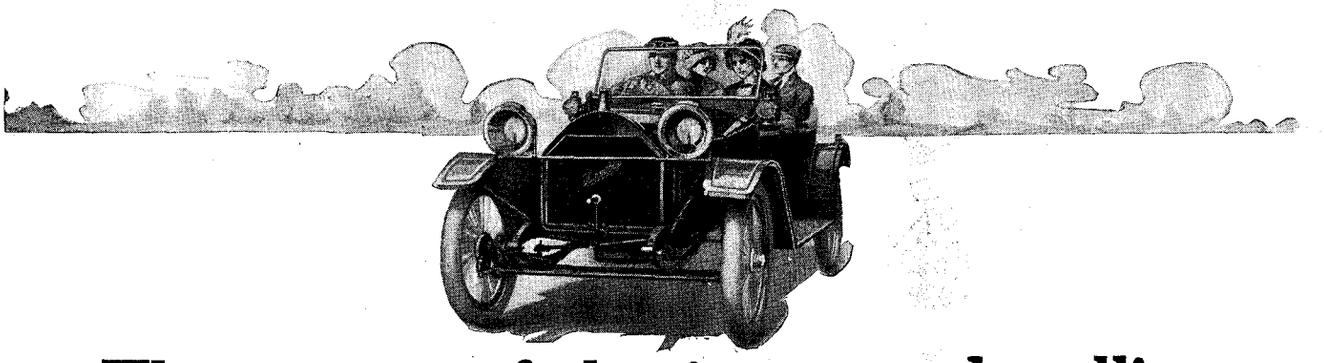
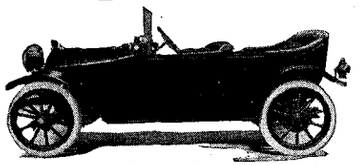
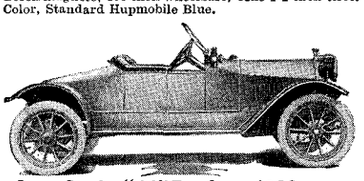


# The secret of the increased pulling power of the Long-Stroke "32" Hupmobile



**Long-Stroke "32" Touring Car $900**
F. O. B. Detroit, including equipment of windshield, gas lamps and generator, oil lamps, tools and horn. Three speeds forward and reverse; sliding gears. Four cylinder motor, 3 1-4-inch bore and 5 1-2-inch stroke. Bosch magneto, 106-inch wheelbase, 32x3 1-2-inch tires. Color, Standard Hupmobile Blue.



**Long-Stroke "32" Roadster, $900** F. O. B. Detroit, same chassis and equipment as touring car above.

### The Unit Power Plant

With cylinders, intake and exhaust manifolds and water jackets cast in one piece, valve mechanism enclosed, bore of 3¼ inches and stroke of 5½ inches, the motor is compact, rigid, silent, highly efficient in pulling power, and vibrationless. The cover plate which protects the valve mechanism from dirt, keeps oil in and at the same time admits of ready access. In having three large-size bearings for the crankshaft instead of the usual two in the case of block motors, additional strength and steadiness are imparted. The crankshaft bearings are Babbitt metal cast in bronze shells—well nigh indestructible through wear if properly adjusted and lubricated. The upper part of the crank case and the entire clutch and transmission housing are one piece of highest grade aluminum alloy. The lower half is pressed steel, supporting the motor unit and forming a dust-tight pan. Thus engine, clutch and transmission are a compact unit, with no working parts exposed.

### The Large-Size Clutch

In design and size the clutch compares favorably with that of a 60 horsepower car—so large that the car may be started on high gear without noise or jerk. Multiple discs, 13 inch diameter, running in an oil bath. Clutch brake to stop whirling and facilitate gear-shifting.

### Transmission of 40 H. P. Size

Selective sliding gears, affording three forward speeds and reverse, large enough for a 40 h. p. car. Mounted on Hyatt high-duty roller bearings. Large gears are of acid open hearth steel, smaller ones of electric alloy steel—both hard and long-wearing. Imported F. & S. Annular roller bearings and ball thrusts throughout.

### Fly-wheel Pumps Oil

Instead of a small pump—liable to stoppage and breakage—the flywheel, by pressure, pumps the oil to all parts of motor, clutch and transmission. Grit is segregated in sediment chambers. This system is not only highly efficient and automatic, but economical, as the oil is used and circulated over and over and over again.

### Full-Floating Rear Axle

Here again is superiority to the usual practice, in the full-floating rear axle—so strong structurally that no truss rods are needed. Wheels run on Bower high-duty roller bearings mounted on the axle casing, while the axle shafts, bolted to the hub flanges, turn the wheels, but bear no weight. The front axle, too—one piece, drop-forged—is amply strong for the severest service.

A motor car's ability to get over the road—to make the grades—to haul the load—is truly defined by its *pulling* power, and by nothing else.

Thus, because rated power is merely a mathematical computation, based on the motor's bore and stroke, it cannot be an accurate indication of what the Hupmobile Long-Stroke "32," or any other car, can actually do.

On the other hand, pulling power is increased or decreased by these most important factors:—

1—Relation of piston stroke to cylinder bore
2—Motor design.
3—Efficiency of the carburetor.
4—The degree of simplicity attained in the general chassis construction.
5—The degree to which friction is reduced in the working parts.
6—Weight of the car.

Let us see how and why it is greater in the Long-Stroke "32"

**Hupmobile**

1—A stroke neither too long nor too short, but in ratio to the bore as 1.7 to 1—the mean average of the most widely used European practice.

2—A motor with cylinders cast en bloc; valves at the side, protected from dust and dirt. The adaptation of the best European designs to American conditions. The Long-Stroke "32" goes a step farther by providing three liberal crankshaft bearings—instead of the two usual in unit cylinder construction—shutting out the possibility of undue crankshaft strains.

3—Absolutely automatic carburetion—assuring correct mixture at all speeds *and under all loads*, without resort to adjustments.

4—A chassis stripped clean of every complication. Motor, clutch, and transmission a compact, space- and weight-saving unit, permanently aligned and dispensing with a shaft and universal joints between clutch and transmission.

5—Friction reduced to the last limit by the finest domestic and imported ball and roller bearings in all important bearings outside of the motor. One universal joint between transmission and the full-floating rear axle, instead of two. Practically straight line drive.

6—Weight 200 to 300 pounds under that of many cars of equal size and rating. That much less dead weight to dissipate power.

Each of these is a distinct and unusual advantage in itself.

Collectively, and because they enable a greater proportion of the engine's power to do its real work—they set the Hupmobile Long-Stroke "32" apart from and above cars of its price.

Their incorporation in the $900 Long-Stroke "32" Hupmobile is the result of the work of a homogeneous engineering and factory organization, held intact since the inception of the company; and the designs of E. A. Nelson, who designed the original Hupmobile and all succeeding models.

Catalog mailed on request.

*Hupmobiles are now being built in the new factory, which, in point of equipment and facilities, ranks among the finest motor car plants in the world.*

**HUPP MOTOR CAR COMPANY,** 1243 JEFFERSON AVE., DETROIT, MICH.

### 15,000 Runabout Owners

The Hupmobile Runabout, from the very first, was considered the standard of the runabout type; and it still retains that distinction. It has the enthusiastic friendship of 15,000 owners in all parts of the world. It is Mr. Nelson's first Hupmobile; and today is manufactured, in all essentials, on his original designs. In fact, economy of operation and efficiency of service have never shown it necessary to make radical changes in those designs.

### The Famous Runabout Power Plant

Every Runabout motor is the duplicate of that which drove the Hupmobile World-Touring Car on its notable globe-girdling tour. It is one of the simplest, most sturdy and most efficient automobile engines ever designed. Cylinders cast in pairs, valves at the side and three-bearing crankshaft. It is combined with the clutch and transmission into a unit power plant. The clutch is multiple disc, of fine saw-blade steel; the transmission of the sliding gear type, with two speeds forward and reverse.

### Ingenious Oiling System

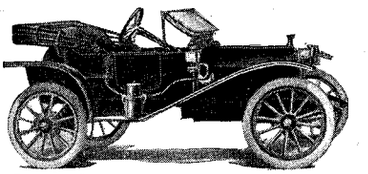
Motor lubrication is by the splash system, which is used in many of the costlier cars. The oil reservoir is at the right of the motor cylinders, where the oil is kept warm and in fluid state, regardless of weather. By an ingenious arrangement, the flow of oil to motor *is controlled by the throttle, so that* the amount of oil entering the crank case is regulated by the speed of the motor—high speed, more oil; low speed, less oil.

### Bosch High Tension Magneto

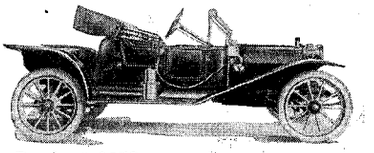
The Runabout *was the first car of its* price to include the world famous Bosch high tension magneto without extra cost. Control of the car is simplified by the time of the spark being fixed. The spark is so timed that the explosions in the cylinders occur at the point of highest compression—which is not always the case when the driver has control of the variable spark. Many of the leading European cars employ the fixed spark, and the practice is growing in America since the Hupmobile Runabout initiated it.

### Timken and Hyatt Roller Bearings

In rear axle and wheels and in the front wheels, Timken and Hyatt roller bearings are employed. The front wheels run on the former, the rear wheels on the latter. The differential gears and pinion at the rear of the drive shaft are also fitted with Hyatt and Timken rollers. The front axle, like the rear, is more than amply strong to bear the weight of the car and withstand road shocks, being a drop forging of high carbon steel.



**Standard 20 H. P. Runabout, $750**
F. O. B. Detroit, *with same power plant that took the* world touring car around the world—4 cylinders, 20 H. P., sliding gears, Bosch magneto, gas lamps and generator, oil lamps, tools and horn.



**Roadster, $850** F. O. B Detroit, same chassis as Runabout above, except 110-inch wheel-base, and same equipment, with highly finished steel box on rear deck.

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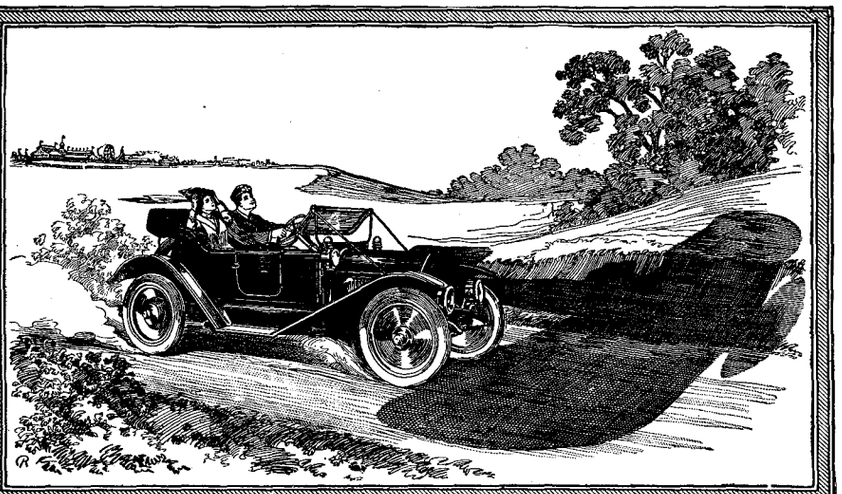


**Swift and Graceful as an Aeroplane,**

but a whole lot safer and more reliable is this latest classy addition to that already famous line of high quality and medium-priced gas cars on which we are proud to put our name plate—

Firestone Columbus

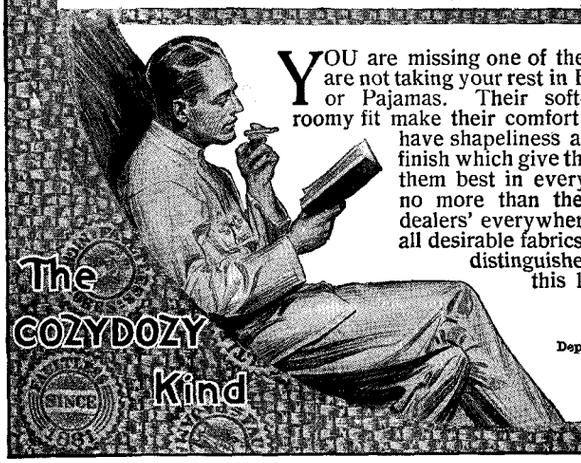
Like all of the line, it has all you want of speed and power, comfort and good looks. We call it Model 82-D. Write and let us tell you more about it. We will be glad to send our

*Catalog 57-G—FREE.*

**THE COLUMBUS BUGGY COMPANY**
**557 Dublin Avenue Columbus, Ohio**

**Faultless**

**PAJAMAS and NIGHT SHIRTS**



YOU are missing one of the real joys of living if you are not taking your rest in FAULTLESS Night Shirts or Pajamas. Their soft-surfaced materials and roomy fit make their comfort absolute. Besides, they have shapeliness and distinctive touches in finish which give them real style. You'll find them best in every particular, yet they cost no more than the ordinary. At the best dealers' everywhere, in all desirable fabrics, and distinguished by this label.

"Faultless" SINCE 1881

The COZYDOZY Kind

E. ROSENFELD & CO.
Dept. D. BALTIMORE, MD. U.S.A.

*Makers of the remarkable Faultless Patent Nek-Gard Shirts.*

## MOTOR-TRUCKS AND CARS

(*Continued from page* 766)

with that in view being now before Congress but "still slumbering and not likely to become a law," the Brooklyn *Eagle* says:

"The surrender of New Jersey relieves the only serious practical friction in this field. Common sense on the part of the States is indeed more to be desired than the extension of Federal activities. Most of the States have displayed common sense in this matter of automobile reciprocity. Most of the States have regretted New Jersey's past attitude, and some of them have put their own laws in a shape so that persistence in that attitude would deprive New Jersey's citizens of privileges on the highroads of these States. Perhaps it is this trend toward retaliation that has done most to bring the New Jersey Solons to their senses."

### BIG FLEETS OF TRUCKS

An attempt has been made by *The Power Wagon* to compile statistics of the number of electric motor-trucks now used in America by express companies, breweries, department stores, and other large enterprises. It finds "an ever-increasing number of big fleets." One company has 250 electric trucks now in operation; another has 230; another 106; and two others have each 100. It is estimated that about 7,000 electric wagons are now in use, of which 2,292 are owned and operated by 58 enterprises, with an average of 38 for each concern. A list is given of the corporations and companies owning electric trucks. Two of the express companies have the largest number. One department store has 96, another 39, another 35, another 20. The United States Government has 75 electrics in service; one brewery has 72, another 63, two others 57 each. One electric company has 100, two others 44 each. A famous jewelry-house has 21, a bread company 230. Many of the houses named are believed also to have gasoline-wagons, but these are mainly used for heavy trucking and for long-distance deliveries.

### ANOTHER RUBBER "MELON"

Word comes from Akron, O., that the Goodrich company has increased its capital stock from $20,000,000 to $45,000,000, the reason being a necessity for increasing the purchasing-capacity and business of the company. The plan of reorganization contemplates the transfer of all the property of the old company to a new corporation, the transfer to take place in April this year. There will be $15,000,000 7-per-cent. cumulative preferred stock, 3 per cent. of this amount to be retired each year before dividends are paid on the common. The common stock will represent a par value of $37,000,000. A correspondent of *Motor Age* reports a general impression that this reorganization "will amount to a melon-cutting for the present stockholders." Gains of from 3 to 10 points in the price of rubber were made immediately after the announcement of the reorganization. The company is about to erect another large building at Akron. Ground has already been broken for it. It will be the largest building in the company's group and will be used for the manufacture of tires.

A New York view of the reorganization,

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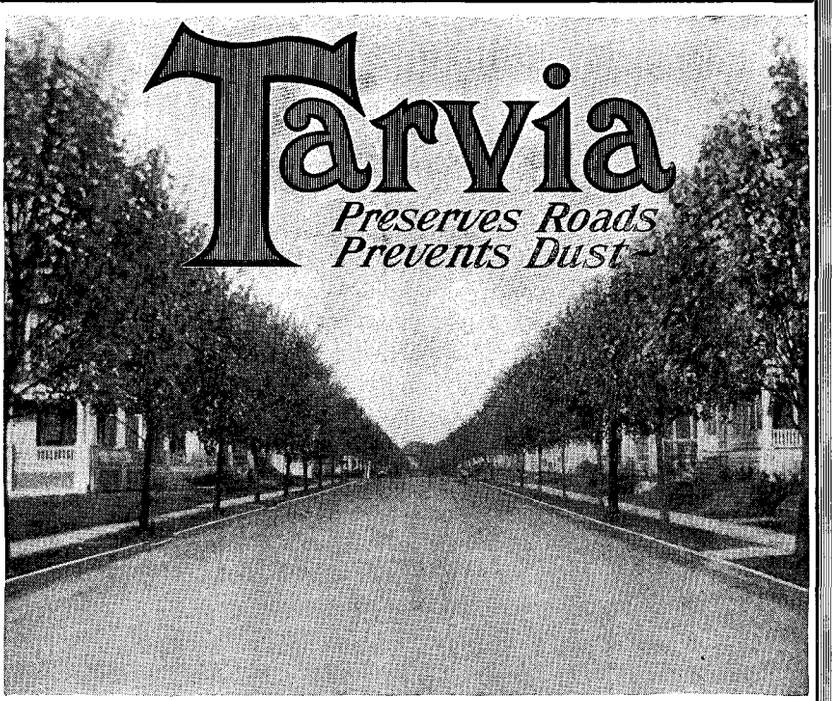
printed in the same paper, is that it amounts to "a step to capitalize the accumulated profits of the company which have gone back into the property after a period of years." Holders of the present $10,000,000 of common stock are to receive 270 per cent. in new stock and 78 per cent. in cash, in other words, $348 per share. Holders of the $6,000,000 preferred now outstanding are offered $120 in cash, or 120 per cent. in new stock, as they may elect. The new common will be on a 4-per-cent. basis, but the old common drew dividends at 12 per cent.

### THE MOTOR-BUS AS A RIVAL OF THE TROLLEY

The development in London and Paris and later in New York of the two-story motor-bus, followed quite recently by the one-story motor-bus, the advent of which in New York was chronicled a month or two ago, has raised a serious question whether the motor-bus will not prove in the end a serious rival in cities of the trolley. William B. Stout in *Motor Age* declares that this comfortable and fast vehicle bids fair "to replace the older and more clumsy method for the higher class of passenger work in large cities." Already in London $20,000,000 have been invested in motor-buses, and they have been "found cheaper to operate than street-cars, faster, and more comfortable." Not only New York is taking the English type of motor-bus seriously, but other large cities, and notably Chicago. Motor-buses have been operating in the Chicago "loop" district since last September, and the latest statistics show that they have carried nearly 200,000 passengers successfully. The writer believes there is a large future for the motor-bus in cities, and that the time is soon coming when "business men, instead of taking the noisy street-car and crowded elevated train, will be able to take a bus to suburban homes with more comfort than before, less dirt and noise, less crowding, and as great speed." Other advantages are named:

"The passenger can be taken care of in better fashion than on a street-car. The units of transport being smaller will run oftener, and operating on well-paved streets on rubber tires will be to all intents and purposes noiseless, a great gain over other systems, from the standpoint of nerves if nothing more. Stops for taking on and discharging passengers will be shorter and farther between on account of the smaller capacity and number carried, enabling the bus to keep a better schedule. There will be no wagons obstructing tracks which must be waited for, for the bus can turn out and go around the obstruction, thus gaining many minutes over the street-car in every trip.

"In the case of the man on the street, the quietness of the bus will appeal. The noise of street-railway and elevated is one of the greatest evils of any big city, and a great drawback to that city's growth. With the bus there will be only the signal noise at street-crossings and this less insistent than a street-car gong which needs to reach far to make the man in a van ahead hear and get out of the way. The bus can turn out without this noise. The question of street-dust will be materially aided as well, for when the truck and motor-bus are universally used there will be less of this to contend with, and what dust there is will be comparatively clean. The dust of

Harrison Place, Irvington, N. J., Constructed with Tarvia X.

## Latest Developments in Tarvia

TARVIA was the first bituminous preparation which appeared on the American market for preserving macadam roads and eliminating the dust nuisance.

The Tarvia, applied hot to the road, percolated into the macadam, sealed up the voids and locked the stone in a tough, plastic, automobile-proof matrix. The early work consisted merely of surface applications with "Tarvia A."

The development of the process has brought more and more thorough treatments until the best practice now calls for the use of Tarvia from top to bottom of the wearing course, applied during construction.

In some towns it has become a matter of fixed policy to build all new roads and pavements with "Tarvia X" as a binder.

Tarviated macadam is so much *more durable* than ordinary macadam, especially under automobile traffic, that the reduction in the cost of maintenance more than pays for the Tarvia. The use of Tarvia is thus justified merely on account of ultimate economy.

In addition, the tarviated surface is smoother and firmer. It is also dustless in dry weather and mudless in wet weather.

Tarvia is made in three grades:

"Tarvia X" for use in constructing roads and pavements.

"Tarvia A" for hot surface applications.

"Tarvia B" (applied cold) for dust prevention and road preservation.

Booklet describing the latest developments in methods for building tarviated roadways and pavements will be sent free on request. Address our nearest office.

BARRETT MANUFACTURING CO.

New York, Chicago, Philadelphia, Boston, St. Louis, Cleveland, Pittsburgh, Cincinnati, Kansas City, Minneapolis, New Orleans, Seattle, London, Eng.

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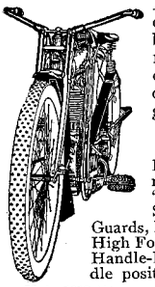
TRADE B MARK

## 1912 It's A Yale Year



Always a leader, the Yale today is especially prominent because it has the maximum of real 1912 improvements. Some of these may be had in the Yale only; no other motorcycle can give you all of them.

**Study This Long List of Good Things**

More drop forgings than any other motorcycle; the Y-A Shock Absorber "that Absorbs the Shock;" 2¾ in. Studded Tires, Auto Fender Mud Guards, Eclipse Free Engine Clutch, Full High Forks, Eccentric Yoke, Triple Anchored Handle-Bars, Muffler Cut-Out, comfortable saddle position and Mechanical Oiler on Twins.

Yale 1912 literature, describing the four new Yale models; 4 H. P. to 7 H. P. Twin is ready—ask for it.

THE CONSOLIDATED MFG. CO., 1743 Fernwood Ave., Toledo, O.

**The Finishing Touch to Your Spring Attire**

The Furrow. The most distinctive Spring hat ever made. Comes in dark gray, light gray, tan and brown. Same hat imported from Austria will cost you $3. We make it here—minus duty—and sell it for $2—prepaid. Made of fine felt. You'll like it as soon as you see it. If you don't—your money back by return mail. State size, color and send $2 today. Write for 1912 Style Book of Hats and Caps—FREE.

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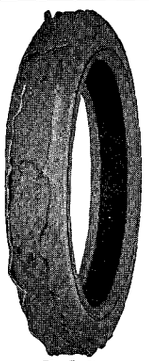
Ford
THE UNIVERSAL CAR

From "here" to "there" and back again—one-third of the motoring world will go this year in Ford Cars. Seventy-five thousand new Fords—all alike—put into service in a twelvemonth—it's telling testimony to their unequalled serviceableness and economy.

There is no other car like the Ford Model T. It's lightest, rightest—most economical. The two-passenger car costs but $590, f.o.b. Detroit, complete with all equipment—the five passenger but $690. Today get latest catalog and name of your nearest Ford dealer from the Ford Motor Company, Detroit, Mich

Triple Tread Service


Before

makes the auto owner happy and come back for more. 80% of the orders we have received during the past 6 months are from old customers. Four years of gratifying service has convinced auto owners that to *TRIPLE TREAD* their tires is the wisest and most economical policy.

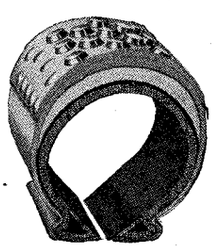
Let Us Triple Tread Your Tires

Prevent 95% of your Punctures—Double the Life of Your Tires
Save 80% of your Troubles—Make Your Tires Absolutely Non-skid

*Triple Tread* is a special exclusive process of rebuilding your present tires, new or old, with three plies of the best French Chrome leather, reinforced by hardened steel studs. One ply is brought down over the beads to prevent rim cutting or any weakness at the sides, and the steel studs are continued down each side far enough to eliminate rut wear.

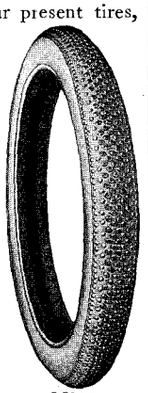
Chrome leather is ten times tougher than rubber, and absolutely waterproof.

We guarantee every *Triple Tread* for 3500 miles. *Triple Treads* usually last 5000 or 10,000 miles.



Don't Throw Your Old Cases Away

nor sell them for scrap. Send them to us to have them *Triple Treaded.* Investigate this proposition at once. Write for information and prices today.


After

Triple Tread Manufacturing Co.
1548 Michigan Ave., Chicago

546 Van Ness Avenue
San Francisco

52 Gertie Street
Winnipeg

down-town Chicago is a living source of contagion and disease, and if the man on the street sees in the motor-vehicle a means of getting rid of this danger, motor traffic will get his support, as it has already."

The writer understands that in London investments in motor-buses are paying better dividends than trolley investments, and that the bus is more satisfactory to the majority of patrons. Motor-buses were first introduced in 1903, when they were received "with jeers by both the horse-bus drivers and the populace," but now the horse-bus has disappeared and the investments in motor-buses have reached the sum of about $20,000,000. The origin of the motor-bus is ascribed to the sight-seeing vehicles with their dozens of passengers in rising tiers of cross seats—the so-called "rubber-neck wagons." Another groping toward the motor-bus was the use by European hotels of second-hand touring-cars, fitted up as substitutes for the old horse-buses running from railway stations in smaller towns. Thus the motor-bus was really developed in England and France, whence it came to New York a few years ago.

### WHY TIRES GIVE OUT

Henri Petit in *La Technique Automobile* recently had an article on the causes of deterioration in tires, which is summarized in translation in *The Automobile.* He cites as the principal causes that send the tire to the scrap-heap, "regular wear of the tread, cuts which may or may not reach the fabric, loosening of the rubber from the fabric or of one layer of fabric from another, and bursting." Such defects as a lack of parallelism between two wheels he does not consider, inasmuch as they are avoidable. He discusses only normal causes of wear, the supposition being that the road surface is smooth and hard, and first discusses the front wheels:

"The wear of the front-wheel tires is less complicated than that of the tires on the driving-wheels, and may be considered first. As they are pushed over the road without any other resistance than that determined by the very slight friction in the wheel bearings, the wear acting in the plan of the wheel may be considered negligible. On the other hand, there is a lateral action of the tire which involves friction. The tire is inflated to a section, . . . but the moment it comes in contact with the ground it flattens under the weight of the vehicle. . . . This deformation produces different effects at diffferent points of the sectional contour. The sides are bulged out, and the tread is flattened exteriorly while arched interiorly—by reason of the thickness of the casing at this point. There is naturally considerable distension of the fabric, and strains between the rubber and the fabric, in assuming the new form, and the frictions involved are the cause of the regular wear of front tire-casings. They heat the casing and the air it contains, and, as neither the rubber nor the fabric is perfectly elastic, it is a considerable portion of the work involved in the deformation of the tire which is transformed into heat. As the deformation is evidently greater, the greater the weight of the vehicle is and the less the tires are inflated, it becomes clear that at equal loads the regular wear of the tire will be smaller the more the tire is inflated."

The same causes of wear exist for dri-

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ving-wheels as for front wheels, but there are others also at work on the driving-wheels. Of these he says:

"Experience shows that their tangential push against the ground causes a certain amount of slip. The rear wheel turns a little faster than a front wheel on the same car, and an examination of the rear-wheel tracks, even on a hard and smooth road, usually shows some drag, while the pattern of a front tire is simply printed in the road surface. The strains upon the fabric of a rear tire are, of course, also more severe than those on front tires. Both the wear and the strains are aggravated by sudden starts and brake actions. But while sudden starting and brutal braking both may cause a grinding of the tire against the road surface resulting in much wear, there is the marked difference that, in starting, the wheel turns and all the points of the tire tread are ground successively against the same spot in the road, while in braking, if the wheel is blocked, it is the same point on the tire which is ground against a stretch of the road, and it is not rare to see a tire worn down to its fabric by a single brake action. In this respect there is reason for distinguishing between the so-called differential brake, or brake on the transmission, and the wheel brake. The differential brake, acting on the differential frame, does not necessarily stop the wheel movement, but only reduces to zero the algebraic sum of the two wheel movements. One wheel may continue to turn forward if the other turns backward at the same time. And in practise the friction of the two wheels with the ground is seldom the same. One tire is usually worn more than the other. One carries a heavier load than the other. And the road may give better adhesion under one wheel than under the other. It follows that the two wheels will actually turn in opposite directions, and the nature of the wear will be the same as in the case of a sudden start.

"Wherever roads present marked inequalities of the surface, as they nearly always do, a new cause for tire-wear comes into play through the bumps which the vehicle receives. It is difficult to analyze their exact effects, but they come under two heads: those due to the rebounding of the wheels and those which may be traced to irregular variations of the wheel speed. It is abundantly proved that any one of the four wheels, or all four of them, may leave the ground. In the case of front wheels, the coming back to the ground means scarcely more than increased flexion of the tire materials and the simple increase of wear and tear resulting therefrom. A driving-wheel, however, while in the air, tends to speed up under the influence of the motor-power, and when it strikes the ground again the effect is somewhat like that of a brake action; and this effect is aggravated if it is only one of the driving-wheels which has left the ground. In the other case, when both driving-wheels rebound, the vehicle can accommodate its own speed to that acquired by the wheels in the air, rendering the effect only similar to that of a rough start. On the other hand, two tires are affected instead of one."

### CARS THAT RICH MEN OWN

What are called by the Cleveland *Plain Dealer* "many surprizing revolutions," have taken place among well-to-do and fashionable owners of motor-cars. One of these is that in the private garages of many people are now found comparatively few cars of foreign make. It is also stated as a "surprizing fact" that, among the cars owned by the opulent are comparatively

**Why not try one or two United States tires this spring?**

You might make an interesting—and profitable—discovery respecting the amount of mileage service it is possible to build into motor tires when made by a rigid four-factory-test method.

For United States Tires are made as no other tires in the world are made. They are the product of the most scientific tire knowledge, the greatest tire skill, and the combined tire experience of four immense factory organizations, each of which formerly produced a tire that was recognized a leader in the tire field.

Today these same organizations, working with the most modern tire machinery known to the industry, are operating as a unit to produce a grade of tires that actually combines every element of strength and every secret of manufacture known to the experts of these four organizations.

Perhaps your tire experience has been satisfactory—or passably so. We hope it has been. But it may be that tires made as United States Tires are made—by co-operative skill—would prove even more satisfactory.

The possibility is certainly worth considering. Why not try them?

**Cost no more than other kinds**

Made in Clincher, Dunlop (straight side) and Quick Detachable styles

*SOLD EVERYWHERE*

UNITED STATES TIRE COMPANY - NEW YORK

POULTRY PAPER 4 MONTHS 10 CTS

SUCCESS WITH
**POULTRY and EGGS**
**on City or Suburban Lots, or on Farms**

THE AMERICAN POULTRY ADVOCATE is devoted to interests of both fanciers and practical poultrymen. It is authoritative and helpful in all branches of poultry work, from hatching and rearing the chicks to maturing fowls for show room and market. Tells how to get eggs at the least cost, how to feed to get best results. No detail left out. It is the second oldest poultry publication in the United States and stands second to none in its value to poultry raisers. It is helpful to the beginner as well as the expert. The newest and best in poultry literature is found between its covers each month. Subscription price, 50 cents per year. Three years for $1.00.

*The following well-known writers* of national reputation make up the editorial staff: Clarence C. De Puy, Editor; Dr. N. W. Sanborn, Michael K. Boyer, Rev. Edgar Warren, Judge W. H. Card and C. W. Whitney, Associate Editors; V. M. Couch, L. E. Keyser, Rev. E. B. Templar, U. G. Conover, Belgian Hare Department; Mrs. Irving F. Rice, Woman's Department, and many other regular contributors give you the best that can be obtained.

*The April number contains the following:* A Farm Flock of One Hundred Hens, a Paying Proposition, by Dr. Sanborn; Standard Breed Types, by Judge Card; Diseases of Poultry Department, by Dr. Sanborn; Answers to Questions Department, by M. K. Boyer; Sideline Poultry Keeping Department, by Edgar Warren; Woman's Department, by Mrs. Rice; Correspondence Department, Belgain Hare Department; Modern Successful Poultry Farms, by C. W. Whitney; and scores of other articles. Also treatises on Ducks, Geese, Turkeys, Guineas, etc.

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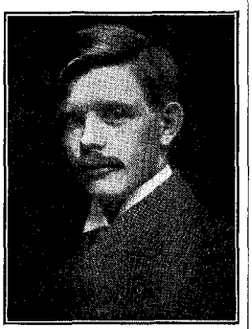
## Will you own up that you are not giving your body a square deal?

IF YOU will let me help you, I can add years of usefulness and greater efficiency to your business life. For you surely are not satisfied through sedentary habits to grow a little weaker and less valuable every day.



I am speaking generally, because I know that nine out of ten men who work indoors have surface muscles that are as soft as dough, and stomach and intestine muscles that are growing weaker every day. With even half-proper treatment, the vital muscles can be made strong enough to improve the health, appearance, temperament and ability of any man.

Big biceps and surface muscles no more indicate health than brick walls prove that a building is fire-proof. The true test is whether or not the day's work fags you, whether your sleep refreshes you and whether your body will obey the desires of your mind—in other words, can you do the things you would like to do—can you set your body to work without waste of will-energy?

## The Thompson Course

is a series of simple, natural movements which give greater strength, vitality and energy to the most important muscles of the body—the stomach, liver, lungs, heart, and other vital organs.

*The Thompson Course* requires no apparatus, does not force you to leave off any of your regular habits, and takes but a few minutes of your daily time. Railroad presidents, and other men whose time is probably worth more than either mine or yours, have given their attention to my Course and have postponed their retirement many years on account of it, besides greatly increasing their present efficiency.

Unless you are so well satisfied with your physical and mental condition as to believe yourself incapable of improvement, you will profit by reading my book, "*Human Energy*," which tells all about *The Thompson Course*. I mail this book free to any responsible person. If you will send me your name and address I will mail you a copy with the simple stipulation that you read it as though it were written by a friend.

Take my word for it, this book is worth sending for *today*. Address

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**Suite 712, Exchange Building Worcester, Mass.**

**Folding BATH TUB**

Costs little, no plumbing, little water. Weight 15 pounds, folds into small roll. Full length baths, far better than tin tubs. Lasts for years. Write for special agents offer and description. Robinson Bath Cabinet Co., 2056 Adams St., Toledo, O.

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**SEE AMERICA FIRST, Tacoma, Wash.**


few of the high-powered racing class. Several very rich men are known to possess a large number of cars—why so many it would not seem easy to understand—but the facts stated are that John Jacob Astor has in New York City no fewer than sixteen cars, with others in his private garages at Newport and Rhinecliffe on the Hudson. Mr. Carnegie at one time owned about a dozen cars, but now has only four, his favorite being a touring-car. It may be added here that Mr. Carnegie is known to have purchased at least six cars of an inexpensive model—a car listed at less than $2,000. Alfred Vanderbilt, "one of the most enthusiastic patrons of the show-horse, especially coaches, in this country," is credited with owning eight cars, among which is one electric runabout. John D. Rockefeller has many cars, but their number is not given by the newspaper published in his "home town." C. K. G. Billings is credited with twenty cars.

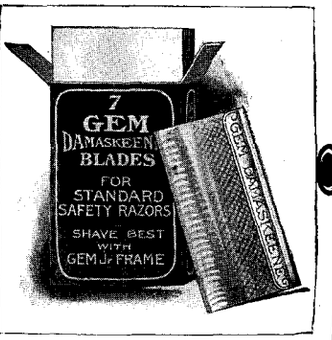
### THE MOTOR-TRUCK IN DAIRY-FARMING

Rex Beresford contends in *Modern Delivery* that quick deliveries of products mean more to the dairyman and creameryman than to any other type of farm or market industry. This is especially true with large enterprises, whether a large farm or large creamery. Where the output is large, more than one team will be necessary and teams have to be cared for and fed three times a day, the food of a horse being as costly as that of a cow. Every team, moreover, must have a driver; and labor, besides being expensive, is hard to get on a farm, especially on a dairy-farm. Early and late hours spent in milking and other work on the farm, make deliveries in all sorts of weather and on all kinds of roads a tedious and time-consuming task, as well as a profit-destroying item in production. When the farm lies close to the town, horses may answer, inasmuch as several trips per day can be made by one team, but when the farm is some miles away the motor-truck will save much time and money. It is on a farm of this class that the motor has been found a good investment.

Mr. Beresford cites a Wisconsin farmer who uses a three-ton truck to haul the dairy-products of his farm to the town twelve miles distant and to carry his own supplies back on the return trip. The motor-truck takes the place of three teams and three men formerly employed, the corresponding cost for the truck being the keep and wages of one man and the keep of one horse. He has thus been able to save much in time and to deliver his products in better condition. Another farmer in Minnesota now using a truck formerly had to start before daylight in order to deliver milk at the proper hour. With his truck he can leave home at 6 or 6.30, cover his route in a short time, and be back at the farm in time to attend to farm work. A man in Nebraska, who hauls milk and cream from several points into Omaha, makes a total daily run of 61 miles. His truck holds 70 cans of milk and a trailer holds from 25 to 30 cans, the total load being about 11,000 pounds. On this trip he uses about seven gallons of gasoline a day. The truck has taken the place of four teams formerly employed by him and driven by four men, and does the work in one-half the time taken by the horses. During the first nine months the total cost of repairs and


**We Give you Absolutely Free, a Gem Damaskeene Blade**

and you don't have to buy anything else to get it. Just send us your name and the name of your razor, and **we will mail you, with our compliments, a genuine Gem Damaskeene Blade**—no finer piece of cutting steel was ever created.




**Gem Damaskeene Blades** will shave, and shave, and then again. After a while you'll need other blades—the cost will surprise you **(7 for 35c).** Use them in a **Gem Junior Razor** frame.

***Gem Junior Safety Razor, $1.00, complete, with 7 Gem Damaskeene Blades, sold everywhere***

**GEM CUTLERY COMPANY**

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**NEW YORK**

**SURBRUG'S ARCADIA MIXTURE**

The Tobaccos are all aged. Age improves flavor; adds mildness; prevents biting. In the blending, seven different tobaccos are used. Surbrug's "Arcadia" is in a class by itself—nothing so rich in flavor—so exhilarating in quality. A mild stimulant.

*At Your Dealer's.*

**SEND 10 CENTS** for sample which will convince.

**THE SURBRUG COMPANY**

**204 Broadway, New York.**


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up-keep for the truck was only eight dollars.

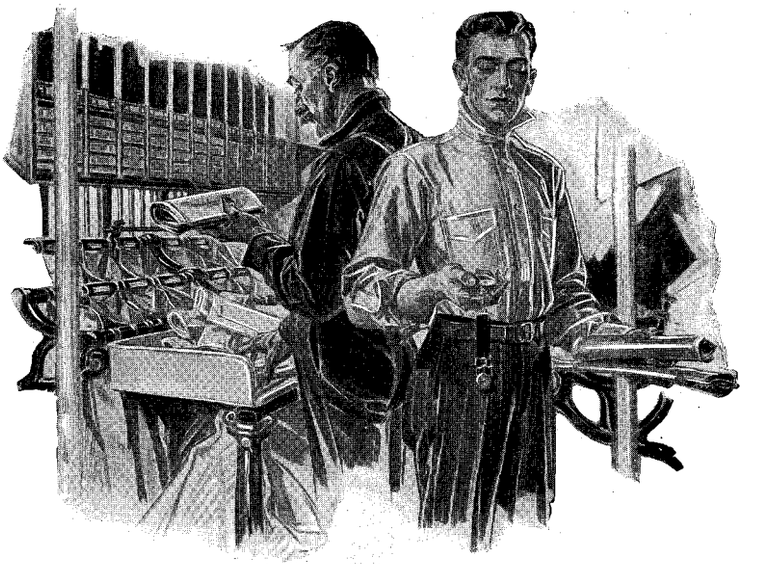
Related to this matter is an item of news from Philadelphia, where one of the daily papers late in March reported that the motor-trucks used by certain milk-producers of New Jersey had proved so successful that members of the Interstate Milk Producers' Association had seriously considered the advisability of buying trucks to carry milk to Philadelphia from points along the line of the Philadelphia and Reading Railway. This action had been taken in consequence of an advance in railway freight-rates for milk, which will go into effect April 15. Both the Pennsylvania and Reading have raised the rates, giving as a reason that the refrigeration required by law makes the transportation of milk more expensive. The New Jersey milk-trucks run between Woodstown, N. J., and Camden, carrying 100 cans of milk in one and a half or two hours, the journey being so short that there is no necessity for refrigeration. The cost of transportation by truck averages from 18 to 20 cents a can.

### PROPHECIES OF THE YEAR'S BUSINESS

From an article in *The Automobile* it appears that the year 1912 is likely to eclipse all previous years: Last year the total output of pleasure-cars was 209,957; this year the total will be 247,427. Last year the entire value represented by the output of pleasure-cars was $262,446,250; this year the entire value will be $309,283,750. Production during the first two months of 1911 amounted to 62,846 cars; in 1912 to 128,664 cars. Thus, the first two months of this banner year show more than double the production of last year for the same period. Some concerns have already booked orders covering the entire 1912 output. Others have so great a volume of orders that it will be impossible for them to fill all during 1912. Spring business began earlier than ever before, and is increasing in volume. January and February were the two best months on record. During these months one concern increased 400 per cent. in its output; another 200 per cent.; and still another 100 per cent. *The Automobile* made a careful canvass by letters to manufacturers and on the replies received bases its optimistic forecast. Among the points in its conclusions are the following:

"Considering the replies in the order in which the questions were asked, the first to come to our attention relates to the percentage of the 1912 output which the manufacturers managed to turn out during the months of January and February. This percentage varied widely among the different makers, the lowest being 25 per cent. and the highest 75 per cent. The average is 52 per cent. From these figures it is easy to see that the manufacturers are far ahead of their expectations in production, yet, as a rule, they are not ahead of the orders already secured. It means that they will either have to increase their output of 1912 cars or else begin work on their 1913 cars earlier than usual. Many companies, in fact nearly all of them, are making additions to their plants and striving to better conditions at the factories in various ways with the aim of increasing the production.

"The great majority stated that this year conditions are much better than was

# The Howard Watch

THE U. S. Postal Mail Service is the backbone of the rapid delivery of letters in this country.

The Mail Trains are veritable "post-offices on wheels."

They collect mail from practically every post-office in the United States—and they sort this mail while traveling on express schedule—*HOWARD time.*

The whole American business system is built up on the saving of minutes.

The man who is unsuccessful is very likely one who is never sure what's o'clock.

It is the difference in temperament—in habit of mind—and in *watches.*

Now and for all, the HOWARD is the watch for the man whose time means money.

It is admittedly the finest practical watch in the world—made and adjusted to standards that have never been attained by any other timepiece.

A HOWARD Watch is always worth what you pay for it.

The price of each watch is *fixed* at the factory and a printed ticket attached—from the 17-jewel (*double roller*) in a Crescent *Extra* or Boss *Extra* gold-filled case at $40, to the 23-jewel at $150—and the EDWARD HOWARD model at $350.

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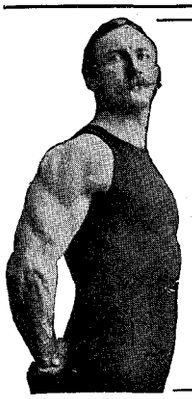

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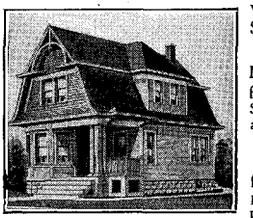

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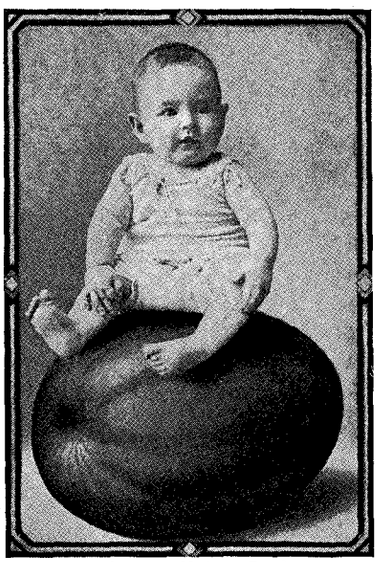
# Chatter Concerning Cheese

BY FRANKLIN O. KING

This World is like a Big Round Cheese, and It is Populated with all Sorts and Conditions of Humanity. Some of us are Helpful, some Harmful, but Many of Us are Merely like Mud on a Wagon Wheel—we neither Help the Wheel go Round, nor add very Much to the Appearance of Things. A Few of us Think We are the "Whole Cheese," but We're Not, and Few besides Ourselves have Inflated Ideas regarding our Importance. The Trouble with Most of Us, however, is our inability to take Life Seriously, and a Tendency to Underestimate Our Own Intrinsic Worth. More Men have Lost Out through "Cold Feet," than by Reason of "Swelled Head."

You haven't any Real Reason for being Poor, and *You Know It.* If you would make a *Real Stand* against Poverty, and Put up Half the Battle You are Capable of, Nothing in the World could Prevent Your final Success. To Win, however, Under Present Conditions, requires not only Tireless Industry, but the Development of a Trait most of us know very Little about—FRUGALITY. *Saving* is the Antidote for *Slaving.* Every Little Bit Added To What You've Got Will Some Day Buy You a House and Lot. Don't be a Jelly-fish. Cut loose from Gay Companions—Cut out a Few Habits, Cut down Expenses, and You'll Cut a better Figure with Your Friends and Family.



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The Systematic Saver Accumulates slowly, unless his Savings are Put to Work where They can Earn Something Worth While. Fifteen Hundred Dollars put into the Savings Bank will, in One Year, at 3 per cent, earn You less than Fifty Dollars. Half of Fifteen Hundred Dollars invested in One of our Ten-Acre Danbury Colony Farms, in convenient Monthly Payments (Protected by Sickness and Insurance Clauses) will Earn Freedom from Care, and that Comfort which comes from the Ability to Sit under One's "Own Vine and Fig Tree," with a certain Income Insured.

*The Best Incentive to Persistent and Systematic Saving is the Desire to Get a Home.* The Best Place I know of to Get a Home is in the Rain Belt of Gulf Coast Texas, where You can Grow Three big Money-Making Crops a Year, and where Irrigation and Fertilization do not Eat up the Profits Your Hands Create.

M. L. Mebene, who owns a farm just across Chocolate Bayou from our land, received the past season $2300 for his six-acre strawberry crop, f. o. b. cars, Chocolate Bayou Station.

Do You Know that Growers of Figs, Strawberries and Early Vegetables clear a Net Profit of $300 to $500 an Acre in Gulf Coast Texas? Do You Know men have realized more than $1,000 an acre Growing Oranges in our Country? If You Do Not Know these things, you should read up on the subject, and you must not fail to get Our Free Book, which contains nearly 100 photographs of growing crops, etc.

What would you think of a little town of about 1,200 People situated near our lands, where they ship on an average of $400,000 worth of Fruit, Vegetables, Poultry, Eggs, etc., a year? During 1910 this Community shipped nearly $100,000 worth of Strawberries alone.

I believe You could save 25 cents a day if you Tried. I Know You would TRY if You Could realize one-half the Opportunities offered by this Wonderfully Fertile Soil of our Danbury Colony. Remember: Our Early Vegetables get to Northern Markets in Mid-Winter and Early Spring, when they command top prices.

We are situated within convenient shipping distance of Three Good Railroads, and in addition to this have the inestimable Advantages of Water Transportation through the Splendid Harbors of Galveston and Velasco, so that our Freight Rates are Cut Practically in Half. The Climate is Extremely Healthful and Superior to that of California or Florida—Winter or Summer—owing to the Constant Gulf Breeze.

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* * *

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April 13th issue of Literary Digest

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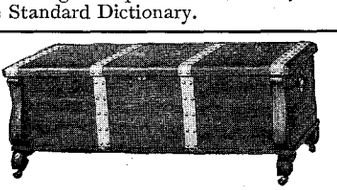

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the case in 1911. One company reported an increase of more than 400 per cent. over last year. Several others declared a growth of business amounting to over 200 per cent., and a large number were jubilant over a 100-per-cent. increase. There were very few who had not a substantial growth to boast of and most of the makers had at least a 30-per-cent. increase in business. One of the established, conservative companies stated that sales by its branches during January and February, 1912, were 144 per cent. in excess of those made last year in the same time.

"In response to a question as to what conditions throughout the country had an influence in pushing the manufacturer in his production or in holding him back, the general answer has been—the increase or decrease of demand for cars due to good or poor crops, the condition of business in general, or the appeal made to the public by particular features in the cars themselves. Some of the makers attribute the improvement in business to the more favorable attitude of the bankers to the automobile industry."

## OF MOTOR-TRUCKS IN GENERAL

A special article summarizing what the use of the motor-truck has thus far demonstrated was contributed by Roland W. Hutchinson, Jr., to a recent number of *The World's Work.* The claims for the truck as against those for the horse are purely economic; otherwise it would have no reason for existence. These claims are that it gives better service, does work cheaper, and is more efficient. In detail Mr. Hutchinson says:

"One of its chief advantages over the horse and wagon is in the greater territory which it can cover. A single horse with a one-ton wagon, for instance, has a very restricted radius of action, averaging twenty-two miles a day—and to attain this, one-half the distance is generally covered without load. In other words, it has a productive mileage of eleven miles for a day's service. The two-horse, three-ton wagon will average twenty miles a day, or a productive service of ten loaded miles. The three-horse, five-ton wagon, which is the largest practical unit for city service, is limited to a working radius of eighteen miles a day, or nine miles with load.

"While the ordinary horse and wagon is going four miles in an hour, the one-ton truck will cover eighteen miles. It can make a delivery ten miles from the store very nearly two hours quicker than the wagon. Where time is money in delivery, such a saving is most important. Even a five-ton truck, which is the largest size needed in most businesses, can go ten miles in an hour, or about three times as fast as a three-horse wagon's speed. Besides its greater speed the motor-truck has the added advantage of being able to work all day and every day in rush periods without rest. . . . . .

"With the coming of deep snows and glassy pavements the limitations of the horse are forcibly imprest on the minds of every urban dweller. The efforts of horses to stay on their feet in drayage service in our Northern cities, much less to pull heavy loads, is so exhausting and so laming that their efficiency is badly impaired and the reliability of delivery of merchandise by animal power is reduced. The power-vehicle, on the other hand, has only to attach chains or some other form of anti-skidding appliance to the tires and go on as well as ever.

"But to an even greater degree does the boiling heat of summer demonstrate the superior efficiency of power business ve-

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hicles over horses in the actual service performed. When the heat brings down the normal efficiency of draft horses, causing sickness and heavy mortality—delays in delivery and the spoiling of perishable products cost the public hundreds of thousands of dollars.

"The extraordinarily warm weather of the early part of July, 1911, was a striking object-lesson to the owners of horse-drawn vehicles. In New York City, which has the largest number of horse-teams (as well as power-trucks) in service, there are normally 140,000 horses hauling loads. In ten days, commencing with the excessive heat period of July 3 last, the Society for the Prevention of Cruelty to Animals reported that 1,200 of these horses dropt dead in harness, or a ratio of nearly one in a hundred. In addition to this heavy mortality, which is nearly double the ordinary death-rate, thousands of animals were wind-broken or ruined for hard service.

"In municipal service the motor-wagon and -truck are replacing horses for ambulance, patrol, street-cleaning, garbage-removal, and fire-engine service. A single month's reports (August, 1911) disclose expenditures, contracts, or appropriations aggregating a total of nearly $425,000 for self-propelled apparatus in seventy cities and towns, scattered through 24 States.

"Mr. Charles E. Stone, a prominent truck expert, has presented some interesting figures which show the great economy in space on our streets which would result from the substitution of trucks for horses. A horse delivery-wagon has an over-all length of about eighteen feet and occupies ninety square feet of area. To stable the horse and wagon requires about one hundred and fourteen square feet of area. The motor of like carrying-capacity will average an over-all length of about ten feet, or sixty square feet of area, whether on the street or in the stable, a saving of practically one-third on the street, and nearly 60 per cent. in the stable, where the high rental value has to be considered. The comparison with larger drays is even more striking.

"While these figures show a very decided saving for the motor as against the horse, conservative estimates prove that it is doing two and a half times the work of the horse, making a saving of street space of no less than 73 per cent.; so the same amount of work could be done with only about one-quarter of the street congestion, or four times the present volume of traffic could be accommodated before relief measures would be needed.

"The tables below made by Mr. A. N. Bingham, a prominent motor-truck expert, were compiled from the experiences of a large number of business firms extending over a five-year period:

**COMPARATIVE COST OF HORSE AND MOTOR**

Horse-drawn Wagon

| | Cost per day | Tons per load | Daily average miles | Miles loaded | Ton-miles | Cost per mile, loaded one way only |
|---|---|---|---|---|---|---|
| 1 Horse.. | $4 | 1 | 22 | 11 | 11 | 36c |
| 2 Horses. | 6 | 3 | 20 | 10 | 30 | 20 |
| 3 Horses. | 8 | 5 | 18 | 6 | 45 | 18 |

Motor-truck

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 Ton... | $8 | 1 | 80 | 40 | 40 | 20c |
| 3 Tons.. | 12 | 3 | 60 | 30 | 90 | 13 |
| 5 Tons.. | 15 | 5 | 50 | 25 | 125 | 12 |
| 10 Tons.. | 18 | 10 | 38 | 19 | 190 | 9¾ |


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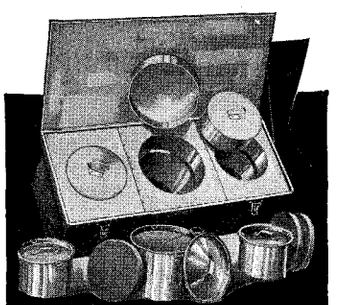

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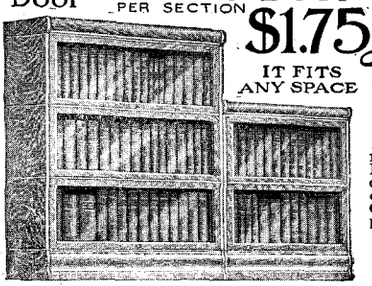

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# A TOBACCO EDITORIAL

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THOUSANDS upon thousands of loyal smokers of Edgeworth Plug Slice Tobacco—men who have come to swear by this good pipe-smoke—will be interested in this announcement that "Edgeworth" is now also offered READY-RUBBED—all ready for the pipe for those who prefer it. If YOU never have tried "Edgeworth," do so now in its new form.

Doubtless you have rubbed a slice of tobacco in your hands. You have pinched it tightly in your fingers—then released it. You have seen it "crawl" over the palm of your hand—and you knew it was then just right to put in your pipe.

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You who swear by "Edgeworth"—tell your friends to try it—Plug Slice or READY-RUBBED. And you who know it not—it's time to get acquainted. For the man who *knows* this tobacco always lives in agreeable anticipation of his next smoke.

We're so sure of Edgeworth that we *guarantee* it—and will refund the purchase price if you're dissatisfied. READY-RUBBED in 10c tins, everywhere. Plug Slice, 15c, 25c, 50c and $1.00. Mailed prepaid on receipt of price if your dealer has none.

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## PERSONAL GLIMPSES

### CAPTAIN SCOTT'S HARD SLEDDING

THE possibility that Captain Scott has reached the South Pole gives interest to the story of hardship and adventure that he sent back by the men who left him within 150 miles of his goal. He then had provisions for a month, and his friends feel sure that sometime in January he reached the point where every direction is north. From this account it is evident that he had no such easy time as Amundsen, whose party returned from the Pole actually heavier than when they left camp. Scott and his men had many thrilling experiences, some of which nearly cost them their lives. The New York *Times* prints a copyrighted letter, quoted here by permission, in which the explorer describes some of the party's narrow escapes. In March of last year an upheaval of the sea shattered a large area of ice, nearly defeating the expedition. Says Captain Scott:

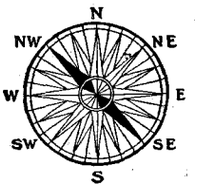
While cutting a corner of White Island in a bad light the whole of one dog-team fell into a crevasse. Meares, myself, and the sledge were miraculously held up on part of a bridge across the crevasse, along which we had been traveling, and most of the dogs hung by their harness. With great difficulty and after three hours' work we extricated the animals. One, which was badly injured by falling sixty feet, afterward died. . . . . .

Wilson and Meares, driving dog-teams, reached Hut Point in safety. Oates, Grain, and I remained to try and save one pony which had been badly hurt by the blizzard, while Bowers, Cherry, Gerrard, and Crean, with the four best ponies, set out to follow the dogs. Nearing Hut Point they found badly working racks in the sea ice and hastily turned and marched four miles south.

There, at 2 A.M. on March 1, the tired condition of the ponies obliged the party to camp. At 4.30 Bowers, awakened by a noise, found the ice broken all around the camp and moving with the heavy swell. One pony had disappeared from the picketing line and was not seen again. Hastily packing their sledges, the party decided to try and work southwest over the pack ice. With infinite difficulty the sledges were dragged, the ponies jumping from floe to floe toward the barrier. About noon the party neared the barrier, but found its ice wall unclimbable and the swell churning and breaking heavy floes against it. In this dilemma Crean was allowed to attempt to obtain help. He traveled east over the moving pack to find a break in the ice wall, and eventually hoisted himself to the barrier surface by wedging his skee stick in a crack.

The search for the missing men and finally the rescue by Scott and some of his other companions are thus vividly described:

Ignorant of these events, after failing to save our sick pony, my own party had reached the barrier, where the ice, breaking under foot, forced us to retreat hur-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riedly, with the gravest anxiety for our companions. My fears were confirmed when Wilson, who had traveled out overland, reported having seen with glasses ponies adrift on sea ice. An hour later Crean was seen approaching, and, learning his news, Oates, Crean, and I set off immediately to the west. Working around the bay, we approached the barrier edge, and at 6 P.M. by good fortune discovered the missing party on a pack which had been drifting slowly northwest and had temporarily stopt, owing to the swell subsiding.

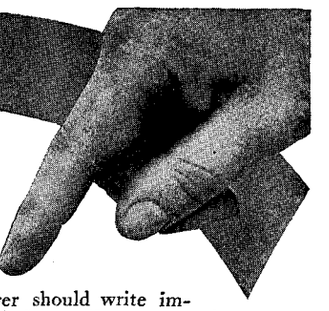
With Alpine ropes the men were rescued with difficulty. Working on through the night, we succeeded in salving the sledges and their loads, but could do nothing for the ponies, which were only thirty yards away. At 4 A.M. the pack began to move again. We left the ponies with full nose-bags and rested till 8 A.M., when the pack was again stationary.

We marched north, found the ponies, and made desperate efforts to save them. Bowers and Oates risked a long détour over the pack and led the animals over many jumps, while the remainder of us dug a trench to the lower part of the barrier. The edges of the floes were high above water and very uneven. Killer whales hung about within a few yards. The ponies failing at the jump were irretrievably lost. One pony only won through. The pack was moving again as we left it and drifted clear to the north.

On March 4 we ascended hills east of Castle Rock, and on the 5th the party, with the two remaining ponies and the dog-teams, was safely housed at Hut Point. By this incident we lost three of our strongest ponies. This was a severe blow to the expedition, but not enough to wreck its plans if the remaining animals could be preserved. The heavy swell which caused this disaster broke more than ten miles of fast sea ice, large fragments of the barrier, and two miles of glacier tongue, a feature which had remained otherwise unchanged since discovery in 1902.

The months that are summer to us being winter in the South Polar region, the expedition was compelled to stay in camp until November 2, when they left Hut Point and started for the Pole. They had to leave their motor-sledges and most of their ponies behind, and traveling was slow, for they encountered severe snowstorms a good deal of the time. Of the last days of the journey, Captain Scott says:

December 21, latitude 85 degrees 7 minutes south, longitude 163 degrees 4 minutes east; height, about 6,800 feet; four miles south, thirty west of Mount Darwin. Largely as a result of the storm reported in my last dispatch the lower reaches of the glacier were filled with terribly soft snow. Men on foot sank to the knee at each step. It would have been quite impossible to advance had we not pulled on skees. As it was, the runner surface of sledges proved inadequate. They frequently sank to the cross-bars, requiring to be extricated with standing pulls. For four days we struggled in this morass, scarcely advancing five miles a day, altho

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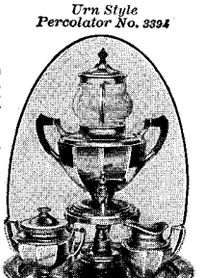

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working ten to eleven hours. It is difficult to pitch camp and sledges on such a surface. On the fifth day the surface grew a little harder, and we were able to push on, still pulling on skees. We did not get abreast of Cloudbreaker Mountain until the 17th, so that the snow cost us a week's advance.

Since the 16th we have been able to make very good marches, working up from thirteen to twenty-three statute miles per day. By program I arranged to push on from the 85th parallel with eight men and 12 units of provisions, but I hoped to reserve a margin over this. As we stand we are only half a day's food short on program and should have a good chance of getting through. The weather continues unsatisfactory. We had to march without sight of land on occasions. We are getting intermittent fog in this most crevassed part of the glacier. Everybody is in the best of health and spirits.

It has been most difficult to select the returning party of four which carries this note. Our position constitutes our upper glacier depot. Complete depots have been established on the homeward route. The track of the barrier is well marked with snow cairns. The members going forward are Scott, Lieutenant Evans, Wilson, Bowers, Oates, Lassley, Petty Officer Evans, and Crean.

January 3, 1912, latitude 87.82, height 9,800 feet. After leaving the upper glacier depot, south of Mount Darwin, I steered southwest two days. This did not keep us clear of pressure ridges and crevasses, which occurred frequently at first and gave us trouble, but we rose rapidly in altitude. Probably the difficult places were more snow-covered than farther eastward. The advantage of this course was mainly felt on the third and fourth days, when, owing to our altitude, we got a splendid view of the distribution of land masses fringing the ice-sheet and the arrangement of ice-falls. Since leaving the depot our marches have averaged more than fifteen statute miles a day.

On Christmas day we were close up to the 86th parallel, and the prospect of Christmas fare gave us an excellent march, seventeen miles, but the effect was not so happy the following day. The surface grew more difficult as we approached the 87th parallel. On New Year's eve, in latitude 86 degrees 56 minutes, we depoted there a unit of provisions and rebuilt our sledges with new short runners, which remarkable piece of work was performed by the seamen of the party under adverse conditions.

Altho it cost us nearly a day's march, the change amply repaid us. We have been able to keep up our average, and we are now within 150 miles of the Pole.

I am going forward with a party of five men, sending three back under Lieutenant Evans with this note. The names and descriptions of the advance party are: Captain Scott, R.N.; Dr. Wilson, chief of the scientific staff; Captain Oates, Inneskilling Dragoons, in charge of the ponies and mules; Lieutenant Bowers, Royal Indian marine, commissariat officer; Petty Officer Evans, R.N., in charge of sledges and equipment.

The advance party goes forward with a month's provisions, and the prospects of success seem good, providing the weather holds and no unfortunate obstacles arise.

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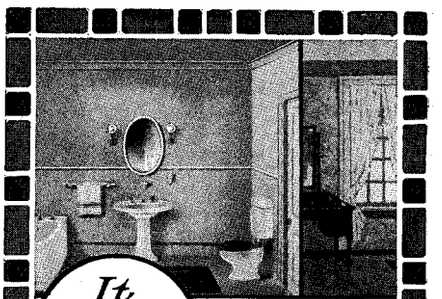

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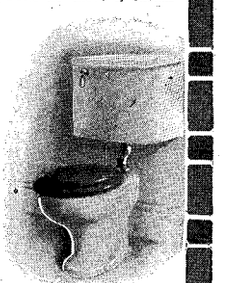

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It has been very difficult to choose the advance party, as every one was fit and able to go forward. Those that have to return are naturally much disappointed. Every one has worked his hardest. The weather on the plateau has been good, on the whole. The sun has never deserted us, but the temperatures are low, now about minus 20 degrees, and the wind pretty constant. However, we are excellently equipped for such conditions, and the wind undoubtedly improves the surface. So far all arrangements have worked out most satisfactorily. It is more than probable that no further news will be received from us this year, as our return must necessarily be late.

According to press dispatches, Lieutenant Pennell exprest confidence in the ultimate success of Captain Scott and his party in their effort to reach the South Pole. The *Terra Nova* is scheduled to return south in November next.

### PLAYING FROM THE BENCH

THE spectator watching a baseball game from the grand stand sees how most of the plays are executed, and in cases of put-outs and base-stealings he may understand the whys and wherefores, but he is ignorant of how the subtle moves are conceived and directed. The "fan" knows that the manager, either on the diamond or sitting on the hooded bench, is pulling the wires with the strategy and precision of a skilled chess-player moving his characters on a checkered board, but the onlooker never knows how the signals are flashed to the men in the game. Oftentimes games are won through brilliant generalship and even the keenest-eyed watcher remains ignorant of how the manager turns the trick. John J. McGraw, manager of the New York Giants, is said to be one of the ablest baseball field-marshals that ever directed a game, and, according to Christy Mathewson, star pitcher for the Gotham Nationals, writing in the New York *Sun*, his favorite position during great crises is the bench, where he can easily watch all the players and signal to them with less danger of being caught in the act. "Matty's" account of some of the clever moves of his chief and other prominent big-leaguers is first-rate reading-matter for the goodly number of people commonly called "bugs." He gives us this incident to start with:

"The batteries for to-day's game," says the umpire, "will be Sallee and Bresnahan for St. Louis, Wiltse and Meyers for New York."

"Bunt," says McGraw, as his players scatter to take their positions on the field. He repeats the order when they come to the bat for the first inning, because he knows that Sallee has two weaknesses, one being that he can not field bunts, and the other that a great deal of activity in the box tires him out so that he weakens. A bunting game hits at both these flaws. As


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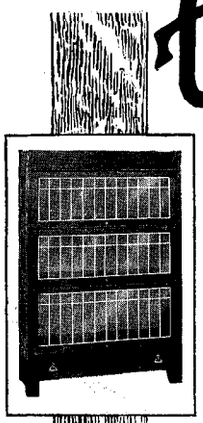

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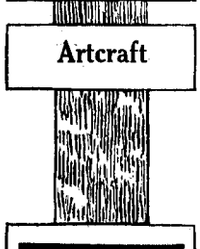

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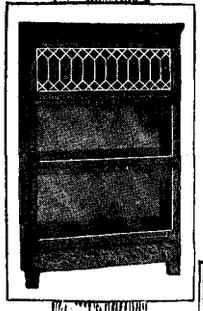

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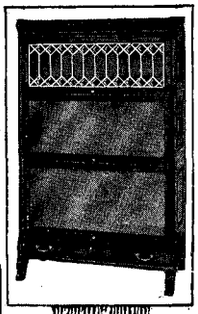

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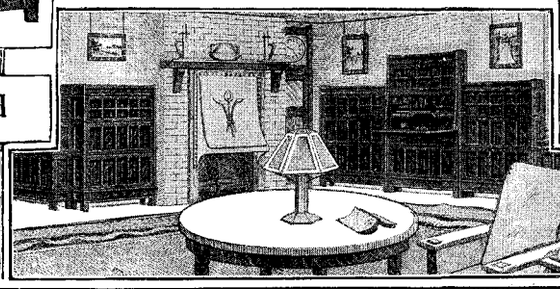

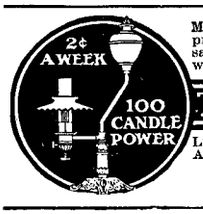


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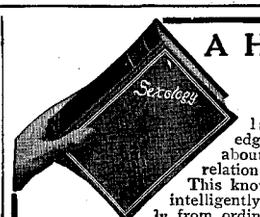


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soon as Bresnahan observes the plan of battle he arranges his players to meet the attack; draws in his third baseman, shifts the short-stop more down the line toward third base, and is on the alert himself to gather in slow rollers just in front of the plate. The idea is to give Sallee the minimum opportunity to get at the ball and reduce his fielding responsibilities to nothing or less. There is one thing about Sallee's style known to every big-league manager. He is not half as effective with men on the bases, for he depends largely on his deceptive motion to fool the batters, and when he has to cut this down because runners are on the bases, his pitching ability evaporates.

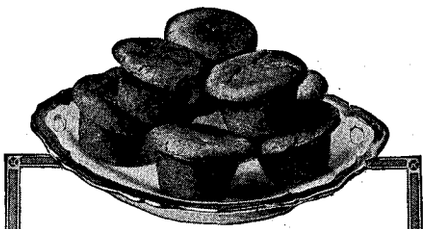
After the old Polo Grounds had been burned down last spring we were playing St. Louis at American League Park one Saturday afternoon, and the final returns of the game were about 19 to 5 in our favor as near as I can remember. We made thirteen runs in the first inning. Many spectators went away from the park talking about a slaughter and a runaway score and so on. That game was won in the very first inning when Sallee went into the box to pitch and McGraw had murmured that mystic word "Bunt!"

The first batters bunted, bunted, bunted, in monotonous succession. Sallee, not yet in very good physical condition because it was early in the season, was stood upon his head by this form of attack. Bresnahan redraped his infield to try to stop this onslaught, and then McGraw switched.

"Hit it," he directed the next batter.

A line drive whistled past Mowrey's ears, the man who plays third base on the Cardinals. He was coming in to get a bunt. Another followed. The break had come. Bresnahan removed Sallee and put another pitcher into the box, but once a ball club starts to hit the ball it is like a skidding automobile. It can't be stopt. The Giants kept on and piled up a ridiculous and laughable score, which McGraw had made possible in the first inning by directing his men to bunt.

Mathewson thinks it was a mistake for the "fans" to give the team credit for winning the pennant and the championship in 1904. He says that most of the players were young, and that it was the generalship of McGraw that really brought victory to New York. Every play that season was made from the bench, he says, and the manager pulled the wires. In order to get a glance at the bench for orders a player batting usually would move away from the plate to tie his shoe or readjust his belt. McGraw had a habit of blowing his nose as a signal for a certain kind of play. When he suspected some player on the other side of having caught the sign, he would change it as soon as he found time to pass the word along. During that year McGraw was on the bench nearly all the time. He was frequently accused of being "yellow," which means that a man is afraid, that he lacks the nerve to face the situation when there is grave danger of losing a game. But Mathewson tells us that his manager knows no such word as fear, and that his reason for

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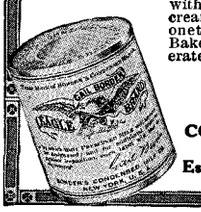


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going to the bench in a crisis was that there he could handle his men much better. An interesting incident described by the writer-pitcher was a game with Pittsburg when victory for New York depended upon McGraw's being able to outwit Fred Clarke, the famous manager of the Pirates. Here is what "Matty" says about it:

The Giants were playing Pittsburg one day in the season of 1909, and Clarke and McGraw had been having a great guessing match. It was one of those give-and-take games with plenty of batting, with one club forging ahead and then the other. Clarke had saved the game for Pittsburg in the sixth inning by a shoe-string. Leifield had been pitching up to this point, and he wasn't there or even in the neighborhood. But still the Pirates were leading by two runs, having previously knocked Ames out of the box. Doyle and McCormick made hits with no one out in our half of the sixth.

It looked like the "break," and McGraw was urging his players on to even up the score when Clarke suddenly took off his sun-glasses in left field and stooped down to tie his shoe. When he removes his sun-glasses that is a sign for a pitcher to warm up in a hurry, and "Babe" Adams sprinted to the outfield with a catcher and began to heat up. Clarke took all of five minutes to tie that shoe, McGraw violently protesting against the delay in the mean time. Fred Clarke has been known to wear out a pair of shoe-laces in one game tying and untying them. After the shoe was fixt up he jogged slowly to the bench and took Leifield out of the box. In the interim Adams had had an opportunity to warm up, and Clarke raised his arm and ordered him into the box. He fanned the next two men, and the last batter hit an easy roller to Wagner. We were still two runs to the bad after that promising start in the sixth, and Clarke for the time being had saved the game by a shoe-string.

McGraw, who had been on the coaching-lines up to this point, retired to the bench after that, and I heard one of those wise spectators sitting just behind our coop who could tell Mr. Rockefeller how to run his business, but who spend their lives working as clerks at $18 a week, remark to a friend:

"It's all off now. McGraw has lain down."

Watching the game through eyes half-shut and drawn to a focus, McGraw waited. In the seventh inning Clarke came to bat with two men on the bases. A hit would have won the game beyond any doubt. In a flash McGraw was on his feet and ran out to Meyers, catching. He stopt the game and, with a wave of his arm, drew Harry McCormick, playing left field, in close to third base. The game went on and Wiltse twisted a slow curve over the outside corner of the plate to Clarke, a left-handed hitter. He timed his swing and sent a low hit singing over third base. McCormick dashed in and caught the ball off his shoe-tops. That made three outs. McGraw had saved our chances of victory right there, for had McCormick been playing where he originally intended before McGraw stopt the contest the ball would have landed in unguarded territory and two runs would have been scored.

But McGraw yet had the game to win;


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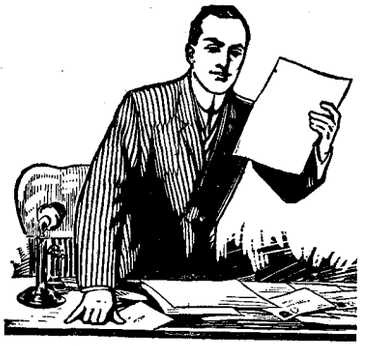

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as his team came to the bat for the seventh he said:

"This fellow Adams is a youngster and likely to be nervous and wild. Wait."

The batters waited with the patience of Job. Each man let the first two balls pass him and made Adams pitch himself to the limit to every batter. It got on Adams' nerves. In the ninth he passed a couple of men and a hit tied the score. Clarke left him in the box, for he was short of pitchers. On the game went to ten, eleven, twelve, thirteen innings. The score was still tied and Wiltse was pitching like a machine. McGraw was on the bench, leaving the coaching to his lieutenants. The club was still waiting for the youngster to weaken. At last, in the thirteenth, after one man had been put out, the eye of McGraw saw Adams drop his pitching-arm to his side as if tired. It was only a minute motion. None of the spectators saw it, none of the players.

"Now hit it, boys," came the order from the bench. The style was switched, and the game won when three hits were rattled out. McGraw alone observed that sign of weakening and took advantage of it at the opportune time. He won the game from the bench. That is what makes him a great manager, observing the little things. Any one can see the big ones. If he had been on the coaching-lines he would not have had as good an opportunity to study the young pitcher, for he would have had to devote his attention to the base-runners. He might have missed this sign of wilting.

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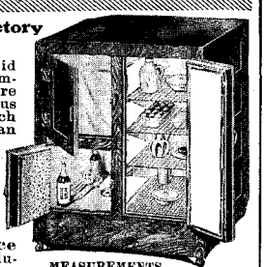

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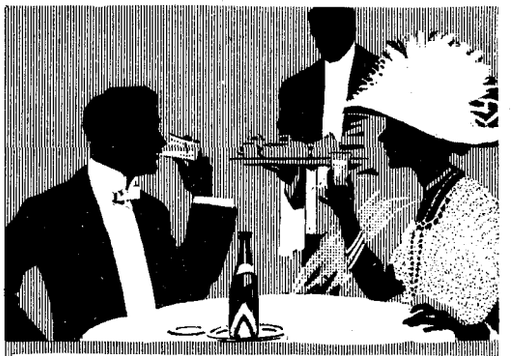

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few men would have dared defy. Coffee and sugar were his chief commodities in the marts of the country, but his field of activity extended beyond purely commercial limits. He was interested in many things, we are told by the New York *Evening Post*, among which was the towing business and the reclaiming of wrecked ocean steamships. One of his earlier triumphs was the overthrow of the towing monopoly which controlled Erie Canal transportation between New York and cities on the Great Lakes. We are given this vivid picture of Mr. Arbuckle's personality:

In appearance Arbuckle was a powerful man despite sixty-odd years of hard work. He stood a little stooped, and so did not look his six feet of height. The frame that used to carry two hundred and twenty pounds of muscle was not so heavily weighted in later years, and the beard became scraggly. His features were small, his face weather-beaten; his hair, like his beard, was streaked liberally with gray. He drest habitually in a well-worn cutaway suit of black with a black string tie. It was his eyes that imprest most the one talking with him. They were bright, but without the suggestion of command that one would have expected; his glance, however, traveled rapidly and took in everything quickly.

The main facts in John Arbuckle's life are soon told. He himself said that the only important dates in his career were when he was born, when he was married, when he began business, and when he died. He was brought to this country from Scotland by his parents while still a young boy, and was educated in the schools of Allegheny, Pennsylvania. He moved for a time to Pittsburg, and there married, in 1868, Mary Alice Kerr, who died in 1907. Coming to New York, he founded in 1871 the house of Arbuckle, of which he held control until his death.

He won success, and his activities extended into various fields—the mercantile trade, the terminal-warehouse business, the wrecking and shipping business. He kept everlastingly at it. In one-man power he was probably ranked with the leading heads of finance, but those who knew him never associated John Arbuckle with boards of directors or corporations. They coupled his life rather with physical toil and labor, and thought him a strange sort of person—half farmer, half seaman—but never at a loss to take command wherever fate or fortune left him.

Six days out of the week, when he was not off on tours of inspection, he invariably came across the East River from his Brooklyn home on one of the old ferryboats, threaded his way among roustabouts and longshoremen on the river-front, stept into the counting-room where his word was supreme, and sat down to a desk in a small room off the main office, where any one who wanted to see him had no difficulty. He was not guarded by uniformed flunkies or buffer secretaries. There he talked to his heads of departments, to subordinates with grievances or pleas for assistance, and to many outsiders who hoped to gain his ear for charity.

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buckle could see an opportunity for a beginner in the coffee-trade. It was then he conceived the idea of doing up coffee in sealed packages, and the idea was the making of him. His package goods were tremendously successful, and he decided to carry his idea farther. *The Post* goes on:

He saw, too, the worth of the idea in retailing sugar, and approached the late Henry O. Havemeyer with his scheme. Havemeyer assented, and Arbuckle began. He made so much money, however, that the head of the Sugar Trust sought to throw him aside, and keep the rich profits of the business at home. He commenced refining, too, in a small way, and the sugar men told him that they would sell no more. Then began a fight in which Havemeyer was worsted, and which he was glad to end by an agreement, recognizing the "right" of Arbuckle to refine 5,000 barrels a day. The coffee man built his big refinery, and put it in operation in 1898, and in the war of competition cut the wholesale price of refined sugar to one-half a cent a pound over the cost of crude sugar. Every one looked for Arbuckle's downfall, but Havemeyer, who had also entered the coffee-trade, cried "enough" in 1901. One of Arbuckle's hobbies was to distribute to his friends and associates cards with homely mottos or advice, such as: "Politeness is the cheapest commodity on God's earth. It costs nothing, and will carry you farther and pleasanter through life than any other ticket you can travel on." He would chuckle as he told you that the Sugar Trust people were on his mailing-list.

The Arbuckle firm was implicated in the customs revelations of 1909, when the tremendous frauds practised here in New York were brought out. On December 10, the Arbuckles paid into the United States Treasury $695,573.19, representing a shortage in payment of duties for a period of about ten years, or about $70,000 a year. The American Sugar Refining Company had just paid $2,000,000 in back duties.

John Arbuckle and William A. Jamison voluntarily gave the Government investigators free access to the books. As soon as the total shortages were discovered, they were reported to the firm, which offered to pay the entire sum over to the Government. With the concurrence of the Attorney-General, the settlement was accepted by the Secretary of the Treasury in full payment of all civil claims. When the firm of Arbuckle Brothers began refining sugar, its members were John Arbuckle, William A. Jamison, James N. Jarvie, and William V. R. Smith. Jarvie and Smith withdrew from the firm in 1906, but the offer to settle the claims of the Government without recourse to the courts was made on behalf of all four men.

After his clash with the Sugar Trust the merchant built stores and piers on Front Street, and opened them for business to anybody in the neighborhood who cared to use them. This marked the beginning of his struggle with the Towboat Trust. As we read:

To bring his products to New York harbor Arbuckle acquired a fleet of barges and towboats, and with these on his hands


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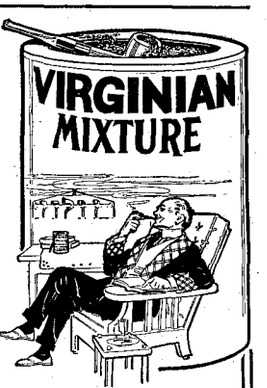


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it was the natural act of a thrifty Scotchman to make them pay for their keep. There were days, and sometimes weeks, when his tugs were idle, and in looking around for work for them their owner spied the towing business between New York and Albany.

There happened to be a "towboat war" on at that time—a regular summer cut-rate competition between what on the river was known as the Towboat Trust and the independents. For years the owners in the Trust had regarded the Hudson as their backyard, and $50 a boat made a tidy fee for tow, especially when they usually picked up six or eight boats in each haul the length of the journey. The fighting Scotchman could not have had a better setting for his entrance into the towboat business. He cut the price under the lowest the river had known for years, and this caused a great commotion.

The little canalers swung their caps in the air when they heard that John Arbuckle was after their patronage, and it is related that one wife of an Erie skipper, smoking her pipe among her flower-pots on the edge of the 12 x 14 cabin-roof, almost went into hysterics when her man came aboard and told her the news.

"Wall, I swan," she is reported to have declared, and this is the tale that Arbuckle himself liked to hear, "they'll be giving us trading-stamps next."

While the competition started with the entry of Arbuckle into this business never got down to trading-stamps, the price of a tow once dropt as low as $5, and so anxious was the Trust to get back their fast-ebbing business that at one time they were offering money to skippers for the privilege of towing them the length of the river. And the best thing about this last towboat war was that the prices never went back to their former prohibitive rate.

He gradually went into the ocean towing and wrecking business. Here he encountered another monopoly, for one corporation practically controlled the wrecking business from Galveston to Halifax. Up to that time little or nothing had been done since steam-power came into general use to improve the methods of raising stranded or sunken ships. Arbuckle believed that with improved apparatus the wrecking business could be made more profitable to both wrecker and ship-owner. Says *The Evening Post:*

"I'm going to find a new system of floating wrecked and sunken vessels," he told a friend, "and when I do, I'll have something that will yield a good return on the money invested."

This desire to get into the work of reclaiming ocean wrecks led to the develop-men of raising sunken ships by the use of comprest air. So confident was Arbuckle of the practical scheme that his engineering partners devised and used successfully that a few days after the *Republic* sank in the Atlantic he startled the maritime world by offering to raise her if the owners would give him the commission. He was laughed at for his pains, but to this day some of his business associates have retained faith in his plan.

"Why do I go in for this wrecking busi-

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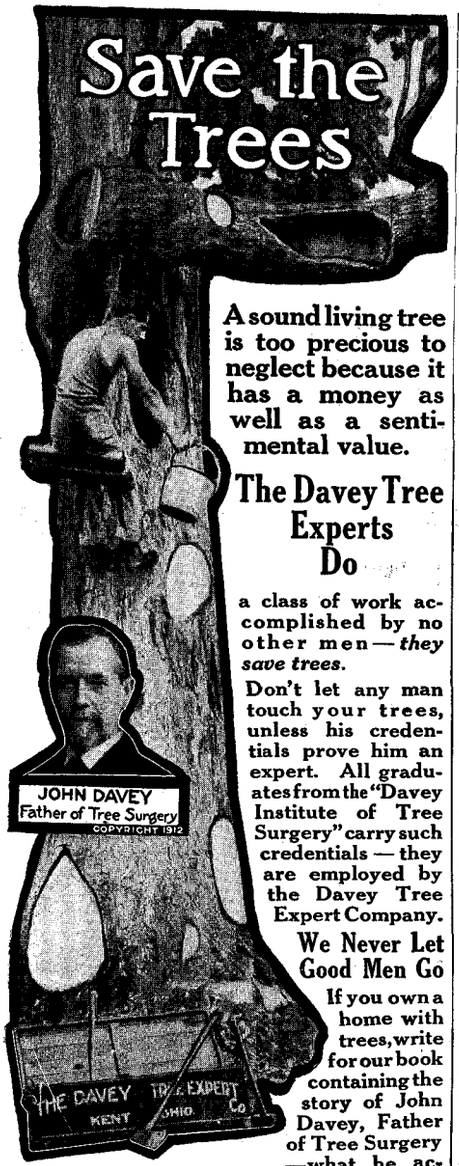


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ness?" asked Mr. Arbuckle. "Well, I like the sea, for one thing. It helped me to bring back my health once, and then, of course, there is a possible chance of making an honest penny at it. There is a stimulus about the ocean that you can't get anywhere else. It helps your strength, and it softens your disposition. You're picking up some of the milk of human kindness every day you are afloat, and the men you meet there are big and strong—and, most of them, honest."

The work of two Canadian engineers had attracted his attention. These men, R. O. King and William Wallace Wotherspoon, had raised the *Bavarian* from the bottom of the St. Lawrence River by driving out the water by the aid of comprest air, and in doing it had accomplished something which experienced engineers had said was impossible. They had pulled the *Mount Temple* off the Nova Scotian coast by the same methods. King was the originator of the system, and Wotherspoon was the practical workingman, who had gained his experience in the air-locks under the North and East rivers.

Arbuckle sought an interview with these two pioneers and stated his project. An organization was immediately effected. Then they looked about for an opportunity to demonstrate their system on this coast. It was a long time coming.

Then, one day in September, 1908, a thick fog and the Hen and Chicken Reef proved too much for the navigating officer of the United States cruiser *Yankee*, and shewent hard and fast aground on Spindle Rock. Neither the Government nor the wrecking companies could budge her. More than $100,000 was spent in vain efforts. Then Arbuckle asked for the job.

The other wreckers laughed at him. But the Government took his proposition seriously and gave him authority to go ahead. On December 4, forty-five days after his air-compressors and sand-hogs were on the scene, the *Yankee* was floated, and most of these forty-five days were consumed in removing concrete which the previous wreckers had put in to patch up the hole in the vessel's bow. Unfortunately for the Arbuckle wreckers, however, a gale sprang up as the *Yankee* came off, and, in the attempt to tow her to a protected spot, one of the accompanying tugs rammed her, and she sank again, but not until the wreckers had worked her into shoal water, where the indefatigable crew went after her again.

In August, 1909, the Arbuckle crew successfully raised the United States collier *Nero*, which went on a reef near Newport. The work was hampered by storms, which, for a time, threatened total destruction of the *Nero* and the wrecking apparatus, but Wotherspoon and McAllister at last hauled her off and put her safely in the harbor.

Arbuckle's work in reclaiming the *Yankee*, and his demonstration in deep-sea wrecking recalled his bill introduced in Congress several years ago, providing for a system of communication along the coast under government control, whereby, the moment a wreck was reported, the intelligence should be transmitted to the nearest harbors containing any wrecking apparatus, and these boats should be commandeered by the Government to go out to the wreck and take off the passengers from the sea side of the vessel.


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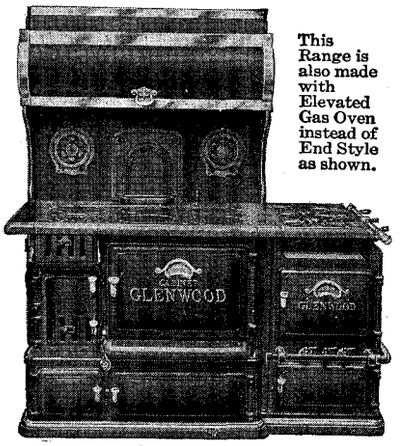


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It was his contention that ships operating from the sea side of a wreck could, by the aid of oil and the breeches-cable, work more successfully and easily than lifeboats attempting to come out from shore against the breakers. The value of his recommendation that there should be some systematic means of communication, to get wrecking-tugs and barges started toward a wreck at the earliest possible moment, was illustrated in the disaster that overcame the White Star steamship *Republic*. Had there been means of sending boats to the aid of this big ship when the collision was first announced, it is regarded as more than probable that the *Republic* would be afloat to-day.

Mr. Arbuckle was greatly interested in improving the welfare of the poor and unemployed. He and his wife established at New Paltz, N. Y., a farm-colony for the benefit of men, women, and children whose health demanded work in the open air.

### "FIDDLING BOB" TAYLOR

SUCH titles as "Fiddling Bob" and "Our Bob" might sometimes imply disrespect, but in the case of the late Senator Taylor of Tennessee any such inference would be miles wide of the mark. The first of these titles was bestowed upon him in his twenty-eighth year, says the New York *Herald*, when he was conducting a successful campaign for Congress against his father-in-law, Col. A. H. Pettibone. One day Pettibone made a powerful speech in a small town in the district, and Taylor, realizing that he could not cope with the Colonel as an orator, took up his violin and played for the crowd. The trick turned the meeting into a Taylor rally. He was called "Our Bob" because Tennesseeans were proud of him. Many incidents early in his political career are still subjects of discussion in the South, and some of them are recalled by the Nashville *Tennesseean:*

In 1886 he made the race for Governor of the State, his opponent on the Republican ticket being his brother, Alf Taylor. The contest was made memorable by the fact that the two brothers led the rival factions, and was known as "The War of the Roses," the emblem of Bob Taylor being the white rose and that of Alf the red rose. The campaign was also remarkable in the way of oratory, the two brothers making brotherly gibes at each other. But it was, of course, free from the usual bitterness of a joint debate. Bob Taylor was easily the winner, being reelected in 1888 to succeed himself.

Many stories are told of this memorable contest, the chief issue of which seemed to be which of the Taylor brothers should be Governor of the State. The result was never at any time in serious doubt, but the people greatly enjoyed the novel spectacle of two brothers running for the same office.

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**Correct.**—TEACHER—"Archibald, what plants flourish in excessive heat?"

ARCHIBALD—"Ice plants."—*Judge.*

**Easy.**—JUDGE—"You certainly do not expect the court to take this alibi as evidence."

PRISONER—"If that won't do, judge, I can give you another."—*Fliegende Blaetter.*

**Practical Girl.**—HER FATHER—"Can you support my daughter in the style to which she has been accustomed?'

SUITOR—"No, sir; but she says she can accustom herself to the style in which I can support her."—*Boston Transcript.*

**Information Bureau.**—STRANGER—"Can you tell me where I will find your Bureau of Vital Statistics?"

FARMER BROWN—"I kin give you the village dressmaker's address. She knows the age of every woman in town."—*Life.*

**A Good Reason.**—"But why do you advertise that you want to sell this car because you are going to leave the city? You know that isn't so."

"Yes, it is. If I ever sell this car for what I ask for it I'll have to leave the city."—*Detroit Free Press.*

**A Politician's Footprints.**—"Do you think he'll leave any footprints on the sands of time?"

"He ought to leave a good many. He's always side-stepping."—*Kansas City Journal.*

**Generous.**—"Are you sure your corporation is conducted on liberal lines?"

"I should say so!" replied Mr. Dustin Stax. "Don't we let the minority stockholders draw dividends every once in a while?"—*Washington Star.*

**Extenuation.**—HOSTESS (at the conclusion of a Saturday-night game of bridge)—"O, dear, Colonel! I hope you don't mind; it's ten minutes past 12 o'clock; Sunday morning, in fact!"

COLONEL (a strict Sabbatarian)—"Not really! Dear, dear! Still, as a matter of fact, I was dummy during the last ten minutes."—*Punch.*

**Discouraging.**—IMPECUNIOUS NOBLEMAN—"Sir, I understand you have a peerless daughter."

OLD MONEYBAGS—"Yes, and you might as well understand first as last that she is going to stay peerless as far as you fortune-hunters are concerned."—*Baltimore American.*


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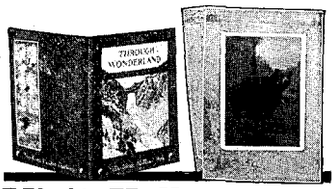

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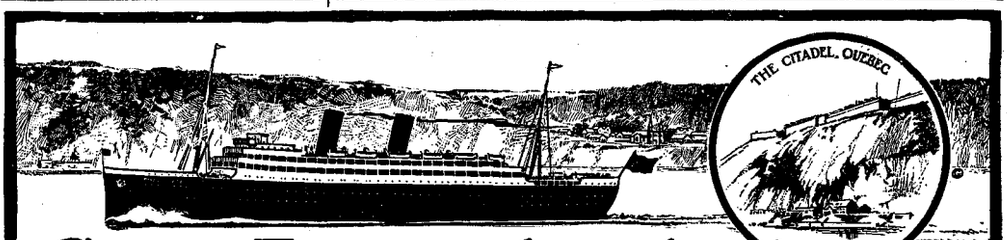



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## CURRENT EVENTS

### Foreign

March 29.—The Minimum Wage Bill receives the assent of King George V.

March 30.—A bill providing for an eight-hour work-day for miners is passed by the French Chamber of Deputies.

March 31.—Capt. R. F. Scott's antarctic exploration vessel, the *Terra Nova*, arrives in a New Zealand port, bringing word that Scott, when last heard from, was still advancing toward the South Pole.

Emperor Francis Joseph threatens to quit the throne of Hungary unless the Parliament abandons a movement to curtail his power of control over the Hungarian Army.

April 2.—Miss Eleanor Davis, an Englishwoman, crosses the English Channel in a biplane with Gustave Hamel in a flight from London to Paris, during which they make only one stop.

April 3.—After a referendum vote on whether the Minimum Wage Bill passed by Parliament and declared satisfactory by the mine-owners justifies the return to work of the miners, the officials of the unions announce that the strike is practically ended.

April 4.—Dr. Sun Yat-sen, formerly Provisional President, announces that with the Chinese political revolution completed he will now commence the greatest social revolution in the world's history. He says that among the principal reforms to be instituted in the near future are the single tax and government control of railroads, mines, and similar industries. He claims to have the full approval and consent of the Government.

### Domestic

WASHINGTON

March 29.—The Senate votes down the original Sherwood Pension Bill and passes the Smoot substitute measure adding $20,000,000 to the rolls.

United States Senator Robert L. Taylor, of Tennessee, dies.

April 1.—The House passes the Democratic Wool Tariff Bill providing for a substantial reduction of the existing duties.

April 2.—A bill reducing express rates is reported in the House.

GENERAL

April 1.—Coal-miners estimated at 400,000 in number suspend work pending negotiations between the officials of the United Mine Workers of America and the owners.

April 2.—The flood situation along the Mississippi becomes alarming; it is reported that several million dollars' worth of property has already been destroyed and the water is still rising at a rapid rate.

Emil Seidel, Socialist Mayor of Milwaukee, is defeated for reelection by Dr. G. A. Bading, fusion candidate.

A nineteen-year-old negro girl, head of a cult, confesses to Louisiana authorities that she killed seventeen of thirty-five persons offered up as human sacrifices by the cult.

April 3.—Calbraith P. Rodgers, trans-continental aviator, is killed by a fall into the sea at Long Beach, Cal.

April 4.—The Mississippi is still rising and the flood damages are increasing; $5,000,000 worth of property is submerged by the breaking of two levees at Cairo, Ill.

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**Her Proposal.**—Miss Ethel Barrymore, apropos of leap-year, told a story at the Colony Club in New York.

"A girl," she said, "looked calmly at a caller one evening, and remarked:

"'George, as it is leap-year—

"The caller turned rather pale.'—

"'As it is leap-year,' she continued, 'and you have been calling regularly now four nights a week for a long, long time, George, I propose'—

"'I'm not in a position to marry on my salary,' George broke in hurriedly.

"'I know that well, George,' the girl pursued, 'and so, as it is leap-year, I thought I'd propose that you lay off and give some of the more eligible boys a chance.'"—*New York Tribune.*

## THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

"C. A. B.," Chicago, Ill.—"Kindly state whether 'don't' is correctly used in the following sentence, together with the authority for your decision: 'To give your customers a better article and [to] make a larger margin of profit for yourself *don't* seem reasonable.'"

The rule for the correct verb to use in such sentences is as follows: "Two or more distinct subject phrases connected by *and* require a plural verb, and generally a plural noun too, if a nominative follow the verb; as, . . . 'To be moderate in our views and to proceed temperately in the pursuit of them *are* the best ways to insure success'; 'To be of any species and to have a right to the name of that species *are* both one'; 'To profess and to possess *are* very different things.'" From this it will be seen that "doesn't" could not correctly be substituted for "don't" in the sentence quoted. The rule for the use of "do not" and "don't" is as follows: "*Don't*, as a contraction of *do not*, [is] admitted by the best writers, but as a contraction of *does not*, inaccurate and disallowed. 'They *don't* [do not] care.' 'He does not know any better,' contracted into *doesn't*, not *don't*. The *uncontracted forms are preferred almost uniformly in literary use*, but in familiar speech the contractions" (see the STANDARD DICTIONARY, p. 2368).

"J. B. M.," Sharon, Pa.—"Please state what is wrong about the following sentence and why: 'I did not know that you are such a good writer.'"

There is an improper sequence of tenses in this sentence, for the correction of which "are" in the dependent clause should be changed to "were," to agree with the tense of "did" in the principal clause. The rule for the proper tense to use in such sentences is as follows: "Faulty diction is often the result of failure to employ the proper sequence of tenses in complex sentences. By what is called *the attraction of tenses*, the requirement is, as a rule, that the tense of the dependent verb shall be present when that of the principal verb is present, and past when that of the principal verb is past. 'He *says* that he *is* tired' becomes when reported as a past state, 'He *said* that he *was* tired,' and could not be 'He *said* that he *is* tired.' 'He *says* that his friend *is* living' becomes 'He *said* that his friend *was* living'; 'He *said* that his friend *is* living, would be contrary to English analogy" (see the STANDARD DICTIONARY, p. 2374).

"D. J. S.," Chicago, Ill.—"Please state which verb should be used in the following sentence: 'Cells were also searched for clubs, which were rumored to have been secreted, but none *was* [or *were*] found.'"

The STANDARD DICTIONARY, p. 2371, says on this point: "*None* [is] construed in the singular or plural as the sense, or the best expression of the meaning intended, may require. 'Did you buy melons?' 'There *were none* in the market.' 'Have you brought me a letter?' 'There *was none* in your letter-box.' When the singular or plural equally well expresses the sense, the plural is commonly used. '*None* of these words *are* now current.'" Reed and Kellogg's "Higher Lessons in English," p. 294, and Fernald's "Grammar of English Grammars," p. 80, take substantially the same view. Some authorities, however, prefer to treat "none" (originally meaning "no one") as a singular in all cases. For an example of the plural form of the verb in literary usage, see Scott, "Lady of the Lake," "*None linger* now upon the plain." For an example of the singular form of the verb in literary usage, see Dryden: "*None* but the brave *deserves* the fair." From the foregoing it appears obvious that there is authority for either the singular or the plural form of the verb in the sentence in dispute.

"C. P. B.," Evansville, Ind.—"Please state if there is any authority for the pronunciations de'ce-dent and ap-pel-lant' (instead of de-ce'dent and ap-pel'lant)."

There is no authority for these pronunciations.

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